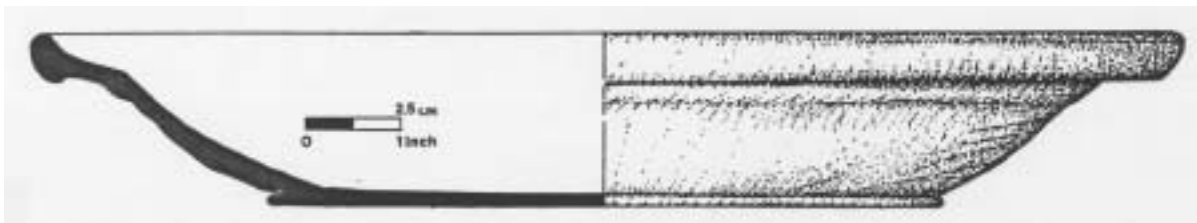
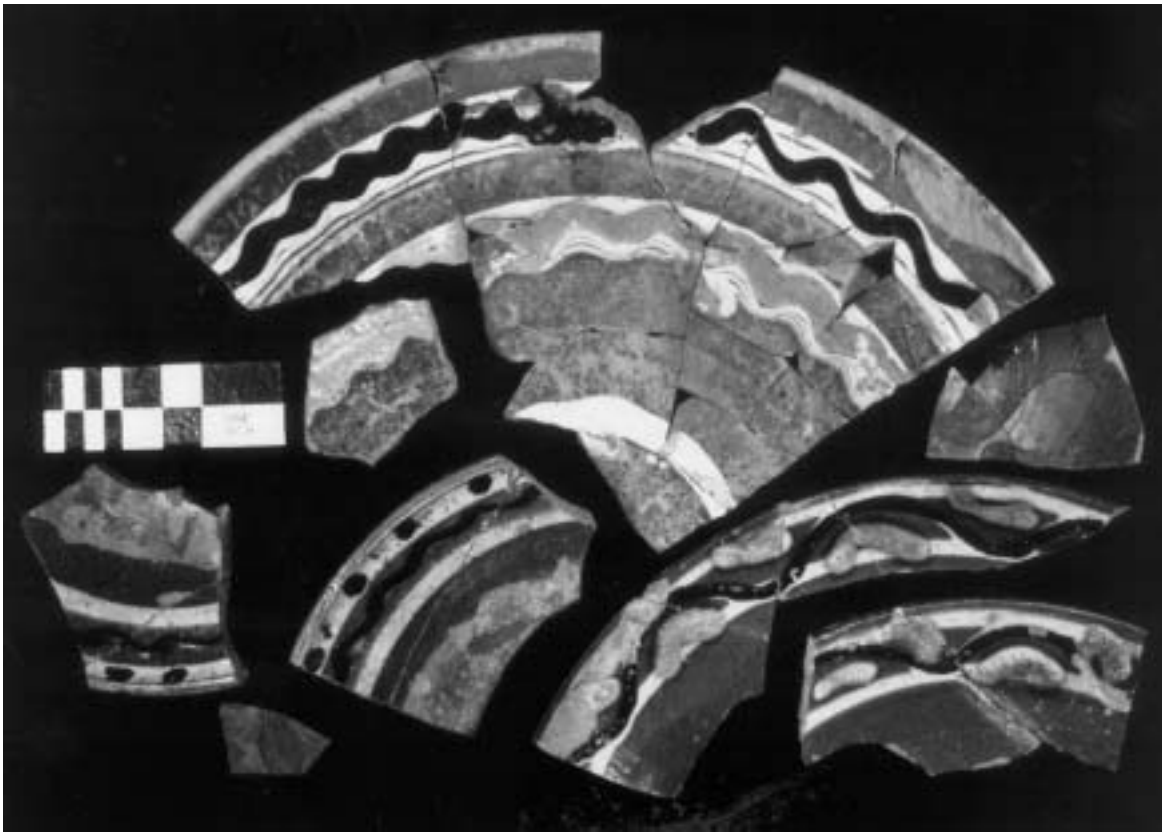


# YEARBOOK OF ARCHEOLOGY

1995

NUMBER 5



MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
PROJECT PLANNING DIVISION

The State Highway Administration has made arrangements with the Maryland Historical Trust and the Cultural Publications unit of Maryland's Division of Historical and Cultural Programs, an agency of the Department of Housing and Community Development, to distribute this volume at nominal cost. A limited supply of copies is also available directly from the Project Planning Division of the State Highway Administration.

**Cover:** Slip decorated plates recovered from the Reiff Site (18WA454).

**MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION**

**YEARBOOK OF  
ARCHEOLOGY  
1995**

**Number 5**

**E. Bradley Beacham, Kelly J. Derwart,  
Charles L. Hall, and Loetta M. Vann,  
*Editors***

Office of Planning and Preliminary Engineering  
Project Planning Division  
Environmental Planning Section  
Archeology Group

**2002**

## **ACKNOWLEDGMENTS**

This yearbook is the result of a team effort. Without the diligent and competent assistance of numerous individuals, this project could not have been brought to fruition.

We are principally indebted to our colleagues in the Archeology Group – Mary Barse, Carol Ebright and Richard Ervin – who personally carried out several of the investigations reported herein, and worked directly with the consultants who undertook the other projects. Their professionalism has resulted in archeological investigations of the highest caliber. Roosevelt Beale, SHA Print Shop Supervisor, facilitated the printing of this document.

Twenty one of the 28 studies presented in this volume were completed on behalf of the State Highway Administration by consultants. We appreciate the assistance of A.C.S. Consultants, Anne Arundel County Historical Society, Coastal Carolina Research, Inc., Dolan Research, Inc., GAI Consultants, Greiner, Inc., James G. Gibb, John Milner Associates, Inc., KCI Technologies, Inc., R. Christopher Goodwin and Associates, Inc., and Robert Wall & Associates.

Finally, the Yearbook would not exist without the commitment and support afforded it by SHA managers Neil J. Pedersen, Douglas H. Simmons, Cynthia D. Simpson, Bruce M. Grey, and Donald H. Sparklin.

## FOREWORD

The publication of our fifth annual Yearbook of Archeology offers an excellent opportunity to highlight the State Highway Administration's (SHA) commitment to quality and service. Federal and State laws require us to look for archeological sites before we begin construction on any project. Identification efforts comprise the bulk of archeological investigations conducted by SHA. By considering cultural resources during the planning process, we are able to design our projects to avoid and minimize harm to archeological sites whenever possible. If we are unable to avoid damaging a site, we may conduct data recovery excavations at the site to satisfy our legal obligations, as well as our responsibilities as environmental stewards.

Maryland's archeological sites are a kind of "history bank" containing an invaluable resource: important information about our past. Every time we excavate a site, we make a withdrawal from this bank. SHA provides the best service to our customers, the people of Maryland, when we work to preserve archeological sites. Not only do we save money, we also save a piece of our past for the future. However, when archeological sites cannot be avoided, we are committed to ensuring that any necessary excavation is of the highest possible quality. In this way, we can provide the best return on our "withdrawal" by contributing something of importance to our knowledge of the past. Our archeology program is a part of SHA for these very reasons.

SHA is justifiably proud of its archeology program. Through their diligence and professionalism, the members of the Archeology Group-Environmental Planning Team in the Project Planning Division, help us meet not only the letter of the law but also the higher standards of quality and service. Archeologists Mary Barse, Carol Ebright, Richard Ervin, E. Bradley Beacham, and Loetta Vann are all valued members of our team. By making the enclosed results of our archeological endeavors available to our customers, they continue to exemplify our quality and service values – they are "driven to excel."

We owe a debt of gratitude to our colleagues at the Maryland Historical Trust. The atmosphere of mutual respect that exists between our agencies has allowed us to forge a working partnership that benefits not only our respective agencies, but also the irreplaceable historical and archeological resources of Maryland.

Parker F. Williams, Administrator  
State Highway Administration

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## INTRODUCTION

This fifth annual yearbook of archeology presents in abbreviated format the results of 28 archeological studies completed during the calendar year 1995 by and for the State Highway Administration, within the Maryland Department of Transportation. In this introduction, a brief discussion of field methods and report conventions precedes a summary of the results of all 28 studies.

The first Yearbook of Archeology (Beckerman 1993) contains an extensive discussion of the legislative mandate that forms the impetus for public archeology. That volume also included an informative introduction to our knowledge of the prehistoric past (before European exploration and colonization). Those readers who desire a more thorough grounding in these topics than that briefly provided below are referred to Yearbook of Archeology Number 1.

### LEGISLATIVE MANDATE

Federal law (National Historic Preservation Act of 1966, as amended, Section 4(f) of Department of Transportation Act of 1966, as amended) and State law (Maryland Historical Trust Act of 1985, as amended) require that agencies such as the State Highway Administration consider the effects of their undertakings on historic and archeological resources. In addition, these laws provide for a process of consultation with the State Historic Preservation Officer and the President's Advisory Council on Historic Preservation to ensure that the best interests of the citizens of the State and nation are a part of this consideration. These laws reflect the public's appreciation of the non-renewable nature of the remains of our past, and the value of preserving important parts of the archeological record.

The State Highway Administration maintains a staff of professional archeologists who ensure that archeological resources are considered during the planning process for proposed highway projects. If fieldwork is required it is conducted by the in-house staff, or by outside consultants who work closely with the staff. During 1995, the Archeology Group of the Environmental Planning Section of the Project Planning Division consisted of Dr. Charles L. Hall, Ms. Mary F. Barse, Ms. Carol A. Ebright, and Mr. Richard G. Ervin, Archeologists; Ms. Emma J. Scott, Secretary; and Jason Moser, Andrew Watt, and Stephanie Bandy, Archeological Technicians. Ms. Barse, Ms. Ebright, and Mr. Ervin all completed archeological studies in 1995, which are presented herein. Outside consultants completing field studies in 1995 were A.C.S. Consultants, Ann Arrundell County Historical Society, Coastal Carolina Research, Inc., Dolan Research, Inc., GAI

Consultants, Greiner, Inc., James G. Gibb, John Milner Associates, Inc., KCI Technologies, Inc., R. Christopher Goodwin and Associates, Inc., and Robert Wall & Associates.

### FIELD METHODS

The State Highway Administration's Archeology Group utilizes a four-part division of the full archeological process. Detailed descriptions of the methods, requirements, and products of each part of this process are contained in the Consultant Specifications for Archeological Services prepared by the Archeology Group (SHA 1992). These specifications, rigorously adhered to by both in-house staff and our consultants, are designed to exceed the standards established by the Maryland State Historic Preservation Office in their Standards and Guidelines for Archeological Investigations in Maryland (Shaffer and Cole 1994).

The initial component of the State Highway Administration archeological process is an assessment of potential. A professional archeologist reviews all proposed highway projects to determine whether there is the likelihood that archeological resources are located within the project's Area of Potential Effects (APE). This judgement is based on a variety of factors including the size and setting of the project area, the results of previous archeological research in the project area or similar areas, and the condition of the project area (e.g. degree of previous modification through development, construction, mining, etc.). For those project areas determined sensitive for archeological resources, a Phase I survey may be necessary. The majority of the studies represented in this volume are Phase I surveys. The methods presented below are for terrestrial sites. The State Highway Administration occasionally has projects that could affect submerged archeological resources. Underwater methods of investigation are presented in the text of two submerged surveys reported herein.

The first step in a Phase I survey is to make an on-the-ground inspection of the project area. This inspection has three primary aims: to identify areas of ground disturbance (e.g. no potential for archeological sites), to stratify areas into high and

low potential for sites, and to identify any above-ground indications of archeological resources. In the absence of structural ruins or other obvious remains of past human activity, archeological sites are generally identified through the presence of artifacts. If the ground surface is relatively free of vegetation, a systematic inspection of the surface may be sufficient to identify artifacts and sites. If vegetation obscures the ground surface it may be necessary to excavate "windows" into the soil matrix. These "windows," called shovel test pits, are generally excavated on a 20 meter (65.6 foot) interval across the entire high potential portion of the project area. A representative sample of the low potential portion of the project area will also be tested with either shovel test pits or surface inspection. Shovel tests are generally 40 centimeters (15.75 inches) in diameter and are excavated to a depth that penetrates sediments of Pleistocene age. To enhance the recovery of any artifacts that might be present, all soil from the shovel test is passed through .635 centimeter (.25 inch) screen.

If a shovel test pit contains artifacts, it is necessary to determine if they are isolated or part of a larger site. Adequate additional testing will be made to determine the boundaries of the resource, and its stratigraphic position. If a site is identified and defined through surface inspection, sufficient excavation will be conducted to determine stratigraphic context.

A secondary goal of the Phase I survey is a preliminary determination of any identified site's significance. In general, archeological resources are only afforded legal consideration if they have the ability to contribute important information to our understanding of the past. It is often possible to determine at the Phase I level that a site has limited or no potential to make such a contribution. Phase I methods, in two cases, were modified to definitively evaluate the significance of identified sites utilizing more intensive techniques. Alternatively, a Phase II evaluation may be necessary.

The purpose of a Phase II evaluation is to definitively determine the research significance of sites identified during a Phase I survey. The methods used to evaluate significance will involve extensive background research. If the site is historic, this background investigation will involve primary documents (deed and title, wills and inventories, etc.) and secondary documents (scholarly historical works). For prehistoric sites the research will focus on gathering information that is currently known about sites of similar kind and age. The aim of the

background research is to discover what is already known about the period of the past represented by the site under study. In this way it should be possible to specify the kinds of research contributions that would be considered important. Clearly, the design of the fieldwork will vary from site to site. Typically involved will be controlled surface collections or close interval shovel testing to refine site boundaries or identify intrasite structure, and 1 x 1 meter (3.28 x 3.28 foot) test units excavated by natural stratigraphy or 10 centimeter (3.94 inch) arbitrary levels to recover artifacts in context. Test units may be larger, depending upon the nature of the site. All soil is screened through .635 centimeter (.25 inch) mesh to enhance artifact recovery. Other field methods may be appropriate. The particular methods used during the conduct of the Phase II evaluations presented in this volume are discussed in the text of each project's description.

If a site can contribute important information to our knowledge of the past, and it is not feasible or prudent to avoid the site, Phase III mitigation of the construction impact is generally necessary. Phase III studies are oriented to the recovery of the important information the site contains, and are therefore highly individualistic.

## SUMMARY

Among the 28 reports completed in 1995 are 17 Phase I surveys, including two underwater identification projects and one Phase I survey that also monitored finds during construction. Additionally, two combined Phase I-Phase II projects included work to evaluate identified resources; and one project consisted of background research for a bridge replacement proposed in an area of previously reported human remains. Of the 28 projects reported herein, eight were Phase II evaluations. Finally, one project incorporated a preliminary significance statement for the Taylor Tin Mill. Together, these studies cover every physiographic region in Maryland (Figure 1 and Figure 2). Table 1 summarizes information regarding the environmental setting of each project (including topography, soils, and nearest permanent water source). Table 2 summarizes the prediction performance of assessed site potential. Table 3 summarizes information regarding significance, Maryland Archeological Research Unit, and type of site examined. Seven (47 percent) of the 15 project areas assessed as having a high potential for historic sites contained historic archeological resources. Four (33 percent) of the 12 project areas thought to have a high potential for prehistoric resources contained prehistoric sites.

The 17 Phase I studies resulted in the identification of 14 archeological sites and 4 isolated artifact find spots. Ten of the identified sites were prehistoric; four were historic. The Phase II studies investigated ten sites (four of which were identified by Phase I studies reported in this volume). In addition two sites were investigated by combined Phase I/II studies (one of which was enumerated by a Phase I study reported above). Twenty one sites are discussed herein. Neither historic nor prehistoric sites were identified during the underwater investigations.

Of these 14 sites investigated by Phase I projects, five were found to be not significant at the Phase I level, two were recommended eligible, and seven were recommended for further evaluation to determine eligibility. Of the ten sites evaluated by Phase II investigations, one was determined eligible, and eight were determined not eligible for the National Register of Historic Places (NRHP). The one site that was identified during the combined Phase I and Phase II study was determined to be potentially eligible for the NRHP.

## **ORGANIZATION AND CONVENTIONS**

The 28 studies included in this volume are presented in abbreviated format, including the abstract, introductory material, and a summary of results. The studies are grouped by physiographic province. References cited are pooled in a common bibliography at the end of the volume. A map locating the project area accompanies each report included in this volume. The maps are either taken from an appropriate USGS 7.5' topographic quadrangle or county highway map. In either case they are presented in full scale (i.e. not enlarged or reduced from the original), and all – unless indicated otherwise - are oriented with north up.

All artifacts for which the State Highway Administration either has or can obtain clear title are curated with the Maryland Historical Trust. Originals and archive-stable copies of all field notes and records are permanently curated with the Maryland Historical Trust.

**Table 1. Environmental Characteristics and Archeological Potential for Presented Studies.**

ARS #	Report Title	Topographic Setting	Adjacent Permanent Water Source	Primary Soil Series	Project Size	Prehistoric Site Potential	Historic Site Potential	Underwater Site Potential
<b>Coastal Plain Physiographic Province (West)</b>								
94	Phase I/Limited Phase II Testing at the Benson-Hammond House, 18AN497 Anne Arundel County, Maryland	grass lawn	small intermittent stream	Rumford	no info.	H	H	X
108	Phase I Underwater Archeological Survey Route 436 Over Weems Creek Bridge No. 2081 Replacement Anne Arundel County, Maryland	creek	Weems Creek	Monmouth-Collington	.0019ha	H	H	H
113	Phase II Archeological Evaluation Sites 18PR399 & 18PR401 Interstate 95 at Ritchie Marlboro Road, Prince Georges, County Maryland	18PR399-hill slope 18PR401-hill top	unnamed tributary of Southwest Branch	Collington	no info	H	L	X
114	Phase I Intensive Investigations MD 175 Over Amtrak, Anne Arundel, County, Maryland	uplands	trib. Of Severn Run	Evesboro	.128 km	L	H	X
116	Phase I Survey of BWI Hiker-Biker Trail Section 3 BWI Overlook to the BWI Amtrak Station and Appendix 3, Phase I Testing, Section 3 of the BWI Hiker-Biker Trail West of MD 995 Anne Arundel, County, Maryland	terrace	southeastern section-Sawmill Creek Clark Branch southwestern section-Stoney Run Clark Branch	southern section-Galestown, Evesboro northwest section-Sassafras, Muirkirk, Rumford	a. 5.5 km b. 2.5 ha	H	H	X
121	Phase IB Survey of the Bevard Property Wetland Mitigation for MD 5 from I-95 to MD 337 Prince Georges County, Maryland	terraces	Tinkers Creek	area 12-Johnston, Sassafras. area 11-Bib, Sassafras, area AA-Iuka	11.1 km	H	H	X
124	Phase I Survey of Popular Ave, Construction Monitoring-Benson-Hammond House, Anne Arundel County, Maryland	level upland	Cabin Branch	Sassafras-Croom-Chillum	.02-.04 km	L	H	X

**Table 1. Continued**

ARS #	Report Title	Topographic Setting	Adjacent Permanent Water Source	Primary Soil Series	Project Size	Prehistoric Site Potential	Historic Site Potential	Underwater Site Potential
125	Phase II Evaluations of Site 18PR460 MD 5 from I-95 to MD 337, Wetland Mitigation at the Bevard Property Prince Georges County, Maryland	terraces	Tinkers Creek	Iuka	8.09 ha	H	X	X
127	Phase II Investigation of Site 18PR450 Proposed MD 202 Dualization Project from South of Whitehouse Rd to South of MD 193, Prince Georges Co, MD	alluvial terrace	Western Branch	Collington-Adelphia-Monmouth	.045 ha	H	X	X
128	Phase II Evaluation of the Clark Branch Button Site, 18AN964, BWI Hiker/Biker Trail Section 3, BWI Overlook to the Amtrak Station, Anne Arundel Co, MD	low sloping bottom land	Clark Branch	Galestown-Evesboro	1.2 ha	X	H	X
133	Phase Ib Intensive Survey of MD 202 from South of Whitehouse Rd to South of MD 193, Prince Georges Co, MD	hill slopes, uplands 18PR450- low terrace	Western Branch	Bibb-Shrewsbury-Adelphia	8.5 ha	H	H	X
134	Phase IB Intensive Survey of the Proposed Nash Property Access Rd Prince Georges County, Maryland	floodplains and terraces 18PR464-plateau	unnamed stream to the Patuxent River	Collington-Adelphia-Monmouth	4.45	H	L	X
136	Phase I Intensive Survey, MD 162 at I-97 Partial Interchange Anne Arundel County, Maryland	upland	two unnamed tributaries to Sawmill Creek	Evesboro-Rumford-Sassafras	3.64 ha	H	H	X
136sup	Phase I Survey of Stream Crossings Muddy Bridge Branch MD 162 at I-97 Partial Interchange, Anne Arundel Co, MD	terrace	Muddy Bridge Branch	Rumford	1.62 ha	H	H	X
139	Phase II Evaluation of the Nash Site (18PR464), Prince Georges County, MD	bench	unnamed tributary of the Patuxent River	Collington-Adelphia-Monmouth	0.024	H	X	X

**Table 1. Continued**

ARS #	Report Title	Topographic Setting	Adjacent Permanent Water Source	Primary Soil Series	Project Size	Prehistoric Site Potential	Historic Site Potential	Underwater Site Potential
0.1	Background Research for MD 436 over Weems Creek Bridge Replacement no 2081 Alternate 2 and Avoidance Alternate, St. Mary's County, Maryland	creek	Weems Creek	no info.	no info.	H	H	X
0.2	Phase I Intensive Survey, MD 5 (Relocated) Park and Ride Lot, Mattawoman-Beantown Road Charles County, Maryland	upland	two unnamed tributaries to Jordan Swamp	Sassafras-Beltsville-Evesboro	3.24 ha	H	H	X
<b>Coastal Plain Physiographic Province (East)</b>								
106	Phase II Investigations of Site 18WC101 for the Proposed US 50 Salisbury By-Pass Wetland Mitigation, Wicomico County, Maryland	high terrace	Wicomico River	Evesboro-Klej	.54 ha	H	X	X
109	Phase I Underwater Project: MD 333 Bridges Over Peachblossom and Trappe Creeks, Talbot County, Maryland	creek	Peachblossom Creek Trappe Creek	no info	1.11 ha	X	H	H
138	Phase I Intensive Investigations of the Proposed US 301/MD 291 Interchange Kent County, Maryland	uplands	Mill Branch	Mattapex-Woodstown	2.02 ha	H	H	X
<b>Piedmont Physiographic Province</b>								
95	Phase II Evaluations of Site 18HA176 MD 161 Bridge Over Deer Creek, Harford County, Maryland	terraces	Deer Creek	Glenelg-Manor	.21 ha	H	H	X
126	Phase Ib Survey of I-270 Interchanges at MD 187 and Democracy Boulevard, Montgomery County, Maryland	uplands	unnamed tributary streams to Cabin John Creek	Manor-Glenelg-Chester	10.12 ha	H	H	X

**Table 1. Continued**

<b>ARS #</b>	<b>Report Title</b>	<b>Topographic Setting</b>	<b>Adjacent Permanent Water Source</b>	<b>Primary Soil Series</b>	<b>Project Size</b>	<b>Prehistoric Site Potential</b>	<b>Historic Site Potential</b>	<b>Underwater Site Potential</b>
100	Phase I Intensive Survey of Cearfoss Roundabout, MD 63 at MD 58, and Phase II Site Examination at the Reiff Site (18WA454), Washington County, Maryland	rolling farmland with development along the roads	unnamed tributary of Conococheague Creek	Hagerstown	.11 ha	L	H	X
107	Phase Ib Intensive Investigations on the Ringgold Roundabout, MD 418 and MD 64 Junction, Washington County, Maryland	low relief ridge	Antietam Creek	Duffield	1.61 ha	H	H	X
112	Phase I Intensive Investigations at the I-68/US219 Keysers Ridge Leaching Pond Sites, Garrett County, Maryland	upland	Whites Creek	Albrights, Dekalb-Calvin-Lehew	1.61 ha	H	H	X
123	Phase Ib Intensive Investigations at Largent's Property, Canal Parkway Project, Allegany County, Maryland	terrace	North Branch of the Potomac River	Pope	.81 ha	H	H	X
129	Phase I Survey for Drainage Improvements along MD 66 Washington County, Maryland	lowland	Little Beaver Creek	Murrill	no info.	H	H	X
0.3	Significance Statement for the Taylor Tin Mill Archeological Site, Canal Parkway Development Project, Allegany County, Maryland	terrace	Potomac River	Cut and Fill Land	no info.	L	H	X

**Table 2. Performance of Assessment of Potential Sites Identified Within the Project Areas.**

Potential	Number of Projects	Projects With Sites	Total Sites
<b>Prehistoric Sites</b>			
High	12	4	10 <sup>1</sup>
Low	2	0	0
<b>Historic Sites</b>			
High	15	7	7 <sup>2</sup>
Low	2	0	0
<b>Underwater Sites or Anomalies</b>			
High	2	0	0
Low	0	0	0

<sup>1</sup> 2 of these sites also have a historic component

<sup>2</sup> 2 of these sites also have a prehistoric component



**Table 3. Archeological Sites Identified or Investigated.**

Site Number	Site Type	Site Age	Significance
<b>Coastal Plain Physiographic Province East</b>			
<b>Phase II, US 50 Salisbury By-Pass Wetland Mitigation</b>			
18WC101	prehistoric	8,000-6,500B.C.- Late Woodland	not eligible
<b>Coastal Plain Physiographic Province West</b>			
<b>Phase I, and Phase II Benson-Hammond House</b>			
18AN497	historic	19th-20th century	eligible
<b>Phase II, I-95 at Ritchie Marlboro Road</b>			
18PR399	prehistoric	Late Archaic-Late Woodland	not eligible
18PR401	prehistoric	Late Archaic-Late Woodland	not eligible
<b>Phase I, BWI Hiker/Biker Trail Section 3, BWI Overlook to Amtrak Station</b>			
18AN965	prehistoric	Middle to Late Archaic	potentially eligible
18AN964	historic	19th-20th century	potentially eligible
<b>Phase I, Bevard Property</b>			
18PR459	prehistoric	Late Archaic	potentially eligible
18PR460	prehistoric	Late Archaic	potentially eligible
18PR461	historic	19th century	potentially eligible
18PR457	prehistoric	prehistoric	not eligible
18PR458	prehistoric	Late Archaic	not eligible
<b>Phase I, Popular Ave.-Construction Monitoring-Benson-Hammond House</b>			
18AN497	historic	19th-20th century	eligible
<b>Phase II, MD 5 @ I-95 to MD 337</b>			
18PR460	prehistoric	Late Archaic-Early Woodland	not eligible
<b>Phase II, MD 202/ MD 193</b>			
18PR450	prehistoric	Late Archaic/Early Woodland Late Woodland	not eligible
<b>Phase II, BWI Hiker/Biker Trail, Section 3, BWI Overlook to Amtrak Station</b>			
18AN964	historic	20th century	not eligible
<b>Phase I, MD 202/ MD 193</b>			
18PR450	prehistoric	prehistoric	potentially eligible
18PR451	prehistoric	prehistoric	not eligible
18PR452	prehistoric	prehistoric	not eligible
18PR453	prehistoric	Late Archaic/ Early Woodland	not eligible
<b>Phase I, Nash Property</b>			
18PR464	prehistoric	Early-Late Woodland	potentially eligible

**Table 3. Continued**

Site Number	Site Type	Site Age	Significance
<b>Phase II, Nash Site</b>			
18PR464	prehistoric	Late Archaic, Terminal Archaic, Early Woodland, Middle Woodland I, Late Woodland	not eligible
<b>Piedmont Physiographic Province</b>			
<b>Phase II, Maryland 161 Bridge over Deer Creek</b>			
18HA176	historic	18th-20th century	eligible*
18HA176	prehistoric	prehistoric	not eligible
<b>Appalachian Physiographic Province</b>			
<b>Phase I and II, MD 63 at MD 58</b>			
18WA454	historic	19th century	eligible
<b>Phase I, MD 66</b>			
18WA457	historic	19th-20th century	potentially eligible *
<b>Significance Summary-Taylor Tin Mill</b>			
Taylor Tin Mill	historic	19th-20th century	eligible

\* beyond area of potential effect

**Council for Maryland Archeology**  
**MARYLAND ARCHEOLOGICAL RESEARCH UNITS**

**COASTAL PLAIN PROVINCE**

- Unit 1 - Atlantic Drainage**
- Unit 2 - Pocomoke Drainage**
- Unit 3 - Nanticoke - Wicomico - Manokin - Big Annemessex Drainages**
- Unit 4 - Choptank Drainage**
- Unit 5 - Chester River - Eastern Bay Drainages**
- Unit 6 - Sassafras - Elk - Northeast - Bush - Susquehanna Drainages**
- Unit 7 - Gunpowder - Middle - Back - Patapsco - Magothy - Severn - South - Rhode - West Drainages**
- Unit 8 - Riverine Patuxent Drainage**
- Unit 9 - Estuarine Patuxent Drainage**
- Unit 10 - Estuarine Potomac Drainage**
- Unit 11 - Riverine Potomac Drainage**

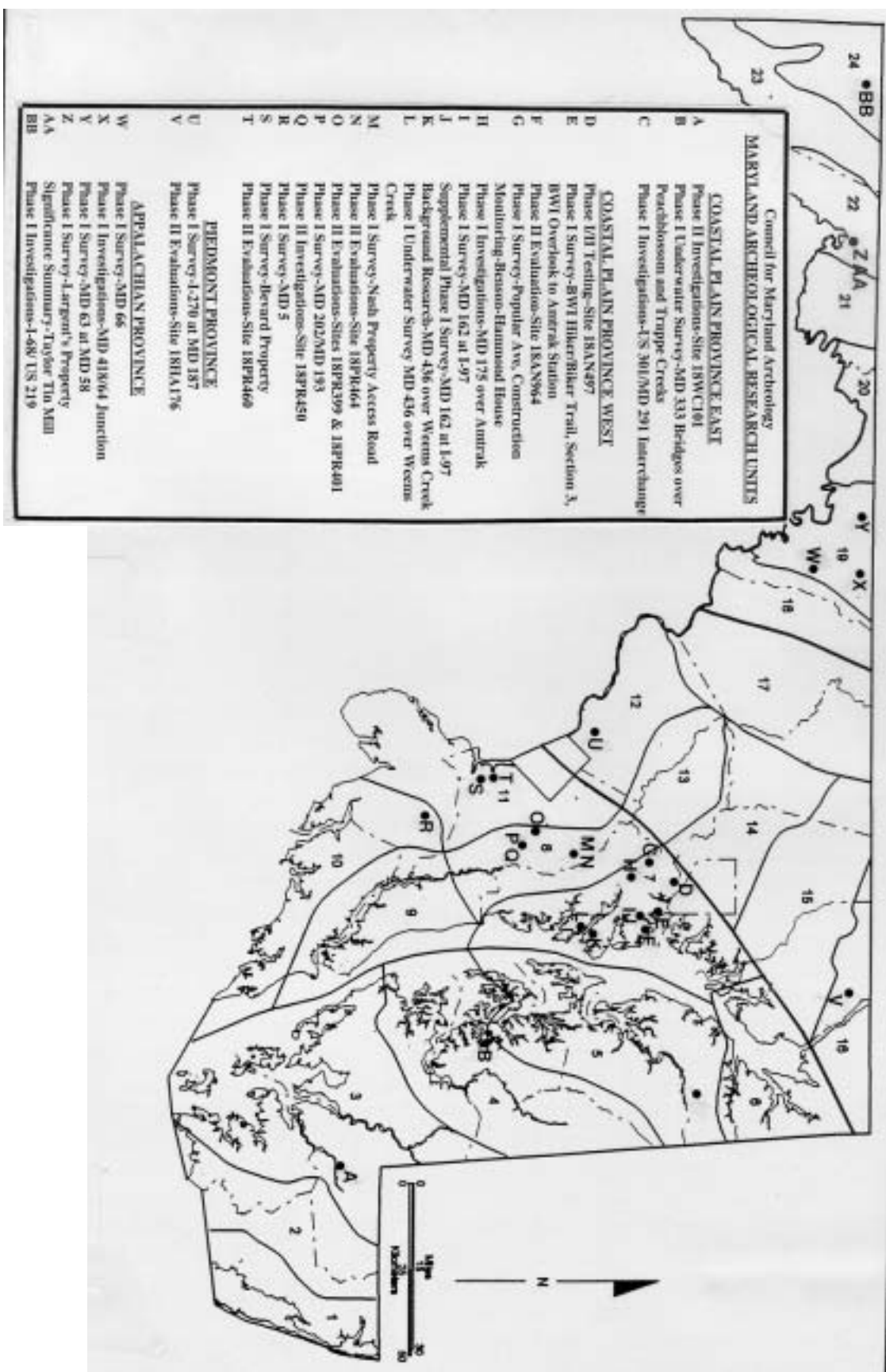
**PIEDMONT PROVINCE**

- Unit 12 - Potomac Drainage**
- Unit 13 - Patuxent Drainage**
- Unit 14 - Patapsco - Back - Middle Drainages**
- Unit 15 - Gunpowder - Bush Drainages**
- Unit 16 - Susquehanna - Elk - Northeast Drainages**
- Unit 17 - Monocacy Drainage**

**APPALACHIAN PROVINCE**

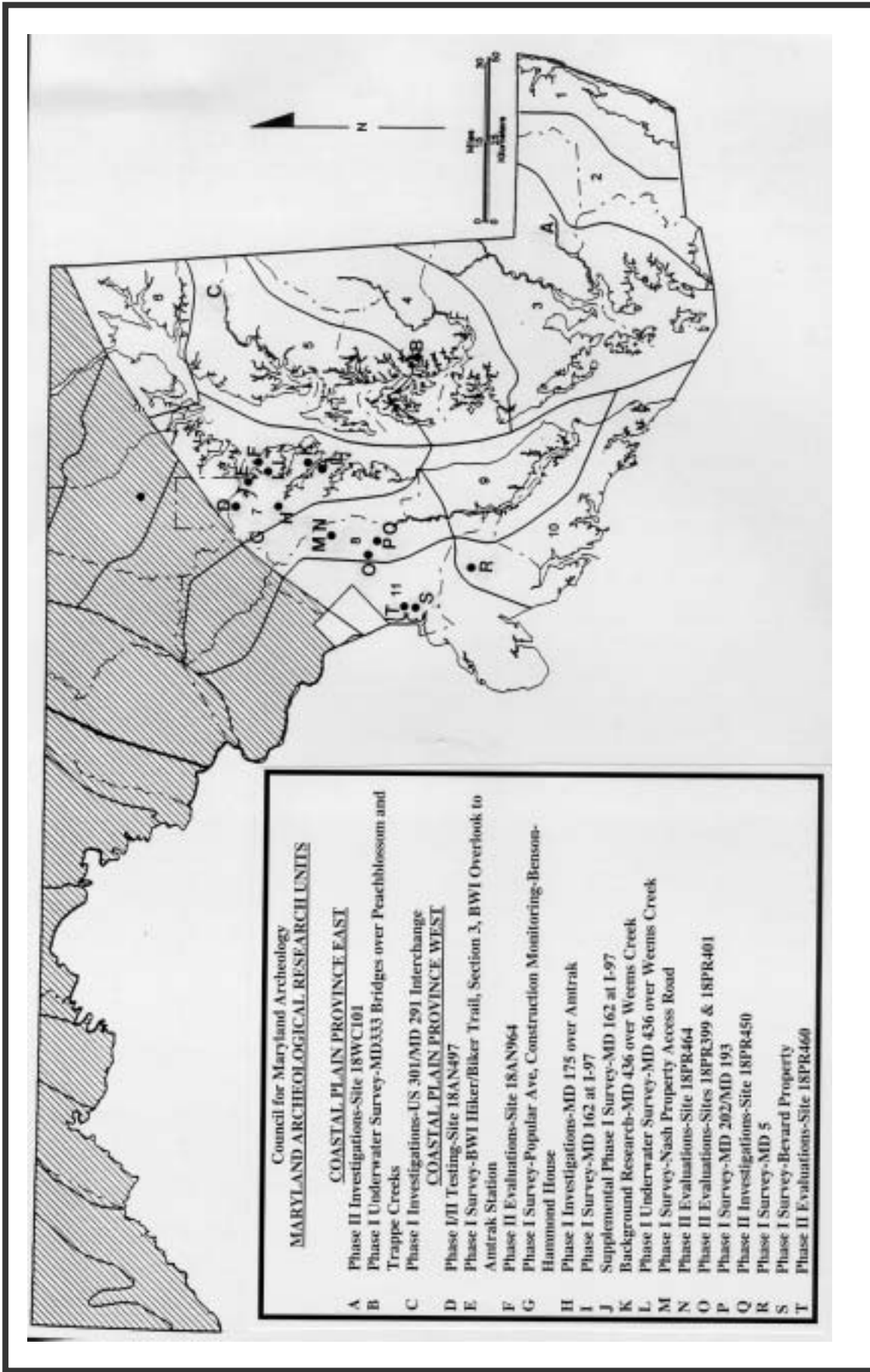
- Unit 18 - Catoctin Creek Drainage**
- Unit 19 - Antietam Creek - Conococheague Creek Drainages**
- Unit 20 - Licking Creek - Tonoloway Creek Fifteenmile Creek Drainages**
- Unit 21 - Town Creek Drainage**
- Unit 22 - Evitts Creek - Georges Creek Drainages**
- Unit 23 - Potomac - Savage Drainages**
- Unit 24 - Youghiogheny - Casselman Drainages**

**Figure 1.** Maryland archeological research unit map legend.



**Figure 2.** Location of archaeological studies presented in this volume.

**COASTAL PLAIN PROVINCE:  
WESTERN SHORE**



**Figure 3.** Location of archeological studies within the Coastal Plain Physiographic Province.

**Phase I/Limited Phase II Archeological Testing at the  
Benson-Hammond House, 18AN497  
Lithicum, [Anne Arundel County] Maryland**  
*Archeological Report Number 94*

by

**Esther Doyle Read**  
*Ann Arrundell County Historical Society*

**ABSTRACT**

Intensive Phase I and limited Phase II archeological testing was conducted at the Benson-Hammond Site (18AN497) in Lithicum, Maryland. This testing was conducted under the auspices of an Intermodal Surface Transportation Efficiency Act (ISTEA) Enhancement Program grant provided by the Maryland State Highway Administration, Department of Transportation. The site is owned by the State of Maryland and is leased by the Ann Arrundell County Historical Society. The property is maintained as a museum and as the Society's headquarters.

Testing at this site was conducted for several reasons. First to satisfy Phase I archeological survey requirements by the Maryland Historical Trust (MHT) prior to the construction of support piers for historic buildings moved onto the property. MHT holds a perpetual historic preservation easement on the property. In addition, MHT issued a Maryland Antiquities Permit for these investigations, as the property is state owned. The second reason for testing was to determine if repair activities in the basement of the house would adversely affect any archeological remains which might be located there. Finally, testing was conducted so that areas of high artifact concentration could be identified, and to identify and define any features which might be present.

The intensive survey of the property located two distinct areas of soil deposition on the site. To the north of the house was a buried soil with a trash midden. To the east and south of the property were former plowed fields. Artifact distributions across the site indicated that there were two distinct areas of feature groups. To the east of the house were remains of structures associated with the Benson occupation of the property during the first three quarters of the nineteenth century. To the south east of the house were the remains of structures associated with the Hammond occupation of the house from 1882 to 1949.

**INTRODUCTION**

Phase I/II archeological testing was conducted at the Benson-Hammond Site (18AN497) by the Ann Arrundell County Historical Society. During testing 69 shovel test pits were excavated. In addition to the shovel test pits, ten 1.5 x 1.5 m (5 x 5 ft.) units were excavated. Archeological testing of the property was conducted under the direction of Esther Doyle Read, MA, the Ann Arrundell County Historical Society

Archeologist. Al Luckenbach, Ph.D., the Ann Arrundell County Archeologist, acted as the project's Principal Investigator.

The Ann Arrundell County Historical Society maintains its headquarters and a museum at the Benson-Hammond House. The Society is in the process of developing an interpretive truck farm on the property to complement its presentation and interpretation of the Benson-Hammond House. Part of this development includes moving three historic

farm outbuildings on the property; construction of support piers for each building was necessary. This construction had the potential to impact any archeological remains associated with 18AN497 (the Benson-Hammond Archeological Site) possibly in situ at the proposed location of each outbuilding. The Maryland Historical Trust, which holds a perpetual preservation easement on the Benson-Hammond property, required a Phase I archeological survey of each building location prior to construction. Testing of the proposed locations for the Summer Kitchen, Corn Crib, and Tack House was performed in compliance with the requirements of the perpetual historic preservation easement. In order to comply with this order 20 shovel test pits were excavated at the proposed building locations.

The Benson-Hammond Site (18AN497) is located within the bounds of the Baltimore-Washington International Airport, and is owned by the State of Maryland. The project area is located within the Maryland Archeological Research Unit 7. This Research unit falls within the western shore of the Coastal Plain Province. Soils in the area are part of the Rumford series, a somewhat excessively drained soil.



**Figure 4.** Project vicinity on 7.5' USGS (1957) Relay, MD topographic quadrangle.

## FIELD METHODS

Testing at the proposed alignment of the Summer Kitchen, Corn Crib and Tack House at the Benson-Hammond Site consisted of 20 shovel test pits (STPs)

excavated within the proposed footprint of the new outbuildings. One additional shovel test pit was placed in the basement of the main house. Because testing only involved the areas that would be impacted by the construction of piers for the new outbuildings, STPs were placed at the corners and along the sides within the footprints of the building. The STPs measured 46 cm (18 in.) in diameter. All STPs were excavated in natural stratigraphic levels.

Ten STPs were excavated at the proposed location of the Summer Kitchen. Six STPs were excavated in the first proposed alignment of the building and four within the second proposed alignment. The typical STP profile for this location revealed a humus/root mat layer overlaying a deflated plowzone, possibly due to clearing of an outbuilding from this location by the airport administration. Former resident Doris Hammond Birx has indicated that there was a hen house in the area some time in the 1940s. The heavy concentration of window glass and other architectural materials recovered within the soil could be explained by the demolition of this building. The deposits ranged in age from the mid-nineteenth century to the late twentieth century. A total of 834 artifacts was recovered at the Summer Kitchen location.

Six STPs were excavated at the proposed location of the Corn Crib. Four STPs were excavated at the corners of the structure and one each along the long axis of the alignment. Profiles of the STPs revealed a humus and ash layer overlaying the plowzone. Diagnostic artifacts in the humus/ash layer suggest a post 1900 date for this layer based on the presence of a dark green glazed yellow-ware bowl fragment. A total of 281 artifacts was recovered from this location.

Four STPs were excavated at the proposed location of the corner piers of the Tack House. No features or intact living surfaces were found during excavation. A *Terminus Post Quem* (TPQ) of 1820 is suggested by the presence of one piece of whiteware. A total of 220 artifacts was recovered from this area.

One 1.5 x 1.5 m (5 x 5 ft.) excavation unit in the basement of the Benson-Hammond House was selected in order to test for a possible builder's trench that Engineering Science had identified in 1988. A total of 1,659 artifacts was recovered during excavation of this basement unit that was excavated to a maximum depth of 74 cm (29 in.) below the surface of the basement floor. Eleven stratigraphic levels were noted during excavation. Ten strata were defined as part of the filling sequence, not all of



which are continuous across the basement. The filling sequence in the basement of the Benson-Hammond House represents the continuous usage of the basement over at least a 134 year period from ca. 1828 to 1959 by the Benson and Hammond families and mid-twentieth century tenants. The nineteen year period of abandonment between 1959 and 1978 is also represented in the upper strata of the sequence.

#### *Intensive Phase I/II Survey of the Property*

After testing of the farm outbuilding locations and the basement was completed, 48 standard measurement shovel test units (SMUs) were placed at 12 m (40 ft.) intervals across the yard of the Benson-

Hammond Site. SMUs are a type of shovel test pit. Unlike most STPs, SMUs are square and are excavated in line with the site grid. The unit size is a set or standard measurement. In this case the standard unit measurement was .46 x .46 m (1.5 x 1.5 ft.). The SMU system of testing was used here in order to look at the scatter of domestic trash or sheet refuse across the site. By studying the spread of sheet refuse across the site through systematically spaced test units, patterns of artifact clustering and dispersal are observable. After discrete areas of artifact clustering were located by SMU excavation, nine larger 1.5 x 1.5 m (5 x 5 ft.) units were excavated in each area using shovels and trowels.



**Figure 5.** Representative Artifacts of Unit 4. **Upper left corner, Abandonment:** Left to right- wood, ribbed colorless flat glass, and linoleum. **Upper right corner, Hammond, post 1887:** Counter clock wise from upper left-plain ironstone, plain Grey salt glaze stoneware, aqua non-machine folded lip, and colorless turn - past-molded bottle neck/lip. **Lower left corner, Benson, circa 1860-1887:** Clock wise from the left- American Blue and Grey salt glaze stoneware crock rim, red and green painted whiteware tea cup rim, light blue transfer printed whiteware platter body, and purple transfer printed whiteware plate marley. **Lower right corner, Benson construction circa 1840:** Clock wise from the left - American Blue and Grey salt glaze stoneware crock body, light blue transfer printed whiteware body shed, brown transfer printed whiteware body sherd, red unscaloped, impressed edge whiteware plate rim.

Six strata and two major fill layers were recognized for 18AN497 during excavation of the SMUs. Stratum I, the humus/root mat layer, extends across the entire site. This stratum post dates 1978 and is the result of depositional activities associated with landscaping activities by the Ann Arundel County Historical Society. Stratum I overlays two separate depositional sequences. One depositional sequence is located only in the northwest corner of the site. The other depositional sequence is located across the rest of the site. After excavation of the SMUs was completed and the distribution of artifacts plotted, locations for nine 1.5 x 1.5 m (5 x 5 ft.) units were selected across the site. Five units exposed the foundations of an outbuilding, possibly the spring house.

The fourteen features recorded during the investigations of the Benson-Hammond House Site (18AN497) included the remnant foundations of at least two outbuildings, old roadway or driveway beds, tree and/ or planting holes, and an ash pit. Two features were not identifiable.

## **SUMMARY AND RECOMMENDATIONS**

Intensive Phase I testing and minimal Phase II excavation at the Benson-Hammond Site recovered evidence of multiple landscapes at the site.

Four former landscapes were uncovered; the earliest of which is associated with prehistoric occupation of the site. The second landscape dated to the Benson ownership of the property from 1809 to 1887, although most of this landscape seems to be concentrated in the period 1840-1887. The third landscape is associated with the Hammond occupation between 1887 and 1949. The final landscape dates to the occupation of the house by the last tenant and subsequent years of abandonment between 1949 and 1978, as well as the post 1978 restoration and use of the property by the Historical Society.

The land included within the present Phase I/II survey of the Benson-Hammond Site (18AN497) is already included in the National Register of Historic Places listing for the Benson-Hammond House. Phase I/II testing has demonstrated that the archeological remains on the property contribute to the significance of the Benson-Hammond House. The data buried on this property is likely to yield information concerning landscape architecture during two distinct periods of farming by the Benson and Hammond families. The site is also likely to yield information about nineteenth century farming practices and domestic utilization of the house lot.

**Phase I Underwater Archeological Survey Route 436 Over  
Weems Creek Bridge No. 2081 Replacement, Anne Arundel County, Maryland**  
*Archeological Report Number 108*

by

**J. Lee Cox, Jr.**  
*Dolan Research, Inc.*

**ABSTRACT**

An underwater archeological investigation was conducted in conjunction with the proposed reconstruction of a bridge for MD 436, across Weems Creek in Anne Arundel County, Maryland. The investigation included background historical research, magnetic, acoustic, and seismic remote sensing and diving investigations. Historical research confirmed the extensive nature of maritime activity in the vicinity of Annapolis, which dates to the seventeenth century. Annapolis is one of the oldest seaports in Maryland. The remote sensing survey across the proposed bridge corridor was designed to make an initial assessment of significance in accordance with criteria established for determining eligibility to the National Register of Historic Places (NRHP). The survey area was examined using a proton procession magnetometer a side scanning sonar, and a sub-bottom profiler. No remote sensing target, suggestive of submerged cultural resources, was identified during the survey. A diving inspection was also conducted to determine the presence, or absence, of any potential cultural resources that may be partially buried beneath the bridge and were undetectable by remote sensing equipment. Archeological divers inspecting the survey area did not identify any material, or sites that could be considered historically or prehistorically significant. No additional underwater archeological investigation is recommended in conjunction with the bridge replacement activities in Weems Creek.

**INTRODUCTION**

The Maryland State Highway Administration (SHA) is proposing the construction of a new Route 436 Bridge across Weems Creek in Annapolis, Anne Arundel County, Maryland. The Phase I underwater archeological investigation included a magnetic, acoustic, and seismic remote sensing survey to determine the presence, or absence, of submerged historic archeological resources potentially eligible for the NRHP that might be affected by the proposed bridge construction. A Phase I underwater archeological survey for the replacement of the Weems Creek Route 436 Bridge (Bridge No. 2081) was conducted by Dolan Research, Inc. (DR), on behalf of John Milner Associates, Inc. Fieldwork investigations were completed in Weems Creek by a three person project team from DR on September 7 and 8, 1994.

Weems Creek is a small tidal tributary that empties into the western side of the Severn River, upstream from the Naval Academy and slightly downstream from the MD 50 Bridge across the Severn River. Weems Creek is the second tributary to join the west bank of the Severn River above the city of Annapolis, and the fourth to join the river from the river's confluence with the Chesapeake Bay. The Weems Creek project area is located approximately 914 m (3,000 ft.) upstream from the confluence of the creek with the Severn River. The existing MD 436 Bridge (Ridgely Avenue) crosses Weems Creek approximately 183 m (600 ft.) downstream, or northeast, from the MD 70 Bridge (Rowe Boulevard). At the project area, Weems Creek is approximately 61 m (200 ft.) wide.

Survey work and diving operations were carried out from a 7.6 m (25 ft.) shallow draft vessel suitable for river and shoal water operations.



**Figure 6.** Project vicinity on 7.5' USGS (1957) *South River, MD* topographic quadrangle.

## FIELD METHODS

A Geometrics G-866 portable marine proton precession magnetometer, capable of  $\pm$  one gamma resolution, was employed to collect magnetic remote sensing data. The sensor for the magnetometer was towed with a float 8 m (25 ft.) behind the survey vessel to allow optimum data collection in a shallow water environment. A two second sampling rate by the magnetometer's towed sensor, coupled with a 3.5 to 4 knot vessel speed, assured a sample every 3 m (10 ft.). A Klein three channel acoustic recorder with both 500 kHz side scan and 3.5 kHz sub-bottom sensors was used to collect acoustic and seismic (sub-bottom) data. The sonar transducer was towed off the starboard side of the survey vessel approximately 1.5 m (5 ft.) below the water surface. All acoustic data was recorded on wet chemical paper with an analog recorder.

Magnetic and acoustic/seismic data were collected simultaneously. To allow for the detection of subtle magnetic anomalies typically associated with smaller wooden vessels, survey lane spacing for the survey was established at 15 m (50 ft.) offsets on either side of the bridge. Differential Global Positioning System position fixes were recorded every 8 m (25 ft.) along each survey lane. Three survey lanes were designated on either side of the existing MD 436 Bridge. Magnetic and acoustic records were event marked at 48 m (150 ft.) intervals along each lane. This allowed researchers to rapidly integrate the acoustic, seismic

and magnetic records into a survey map and to pinpoint the location of each identified target.

### *Remote Sensing Survey*

Six survey lanes were completed within the project area: three along either side of the bridge. The initial lane on either side of the bridge was completed directly adjacent to the bridge supports. Each of the two succeeding lanes was completed 15 m (50 ft.) further away from the bridge; creating a survey corridor 30 m (100 ft.) wide on both sides of the bridge.

### *Diving Investigation*

In addition to swimming controlled lanes up to 30 m (100 ft.) away from either side of the existing bridge, divers' inspected directly beneath the bridge and around the bridge support pilings. Project staff also asked local residents about the potential existence of any submerged cultural resource in Weems Creek.

## CONCLUSIONS AND RECOMMENDATIONS

Although background research confirms extensive historic use of the Annapolis waterfront, there is no indication that Weems Creek was historically used by mariners. While there was no documented historical use of Weems Creek, its proximity to Annapolis and its natural depth, in excess of 4.3 m (14 ft.), suggest that the waterway may have been used as an anchorage by vessels calling on the port of Annapolis.

In an effort to identify potentially significant historic submerged cultural resources which may be impacted by the proposed bridge construction activities, a comprehensive remote sensing survey and diving investigation was completed. Magnetic, acoustic, and seismic data was collected to identify and assess remote sensing targets that may have an association with submerged cultural resources. Review of the remote sensing data confirms the presence of zero targets suggestive of submerged cultural resources. Furthermore, divers inspection of the survey area did not identify any material, or sites, that could be considered historically significant. No evidence of inundated prehistoric sites was recovered either. The proposed bridge replacement is expected to have no effect on potentially significant underwater archeological resources and no further underwater archeological investigation is recommended.

**Phase II Archeological Evaluation of Sites 18PR399 and 18PR401**  
**Interstate 95 at Ritchie Marlboro Road, Prince Georges County, Maryland**  
*Archeological Report Number 113*

by

**Bruce B. Sterling, Joseph Herbert, George L. Miller, and Bernard W. Slaughter**  
*Greiner, Inc.*

**ABSTRACT**

The Maryland State Highway Administration (SHA) is proposing to construct an interchange at I-95 and Ritchie-Marlboro Road in Prince Georges County, Maryland. A Phase I archeological survey (Gyrisco and Geidel 1990) identified four archeological sites (18PR399, 18PR400, 18PR401, and 18PR402) potentially eligible for listing in the National Register of Historic Places (NRHP). The sites were located in Maryland Archeology Research Unit 8. Greiner, Inc., was retained to conduct Phase II evaluations of three sites that will be affected by the Preferred Alternative: 18PR399, 18PR400, and 18PR401. Site 18PR400 was not tested since it was not possible to obtain owner permission to access the site. Site 18PR402 will not be affected by the Preferred Alternative.

The Phase I study suggested that 18PR399 and 18PR401 were long-term Late Woodland encampments rather than temporary camp sites because of the presence of ceramics. Evidence for Archaic and Middle Woodland occupations consisted only of a few artifacts within both sites. It was hypothesized that these occupations represented transient, short-term use. Phase II fieldwork within both sites included systematic surface collection, shovel testing within wooded portions of the sites, and placement of 1 x 1 m (3 x 3 ft.) test units in areas of high artifact concentration. Upon the completion of the test units, a sample of the plowzone was stripped within both sites in order to locate features present in the subsoil.

The excavations of shovel tests, test units, and subsequent stripping of the plowzone within both sites indicated that cultural material is restricted to the plowzone. No prehistoric or historic features were found in subsoil contexts. The lack of features was due primarily to the intense level of deflation, which has occurred on both sites. Based on artifactual data from the plowzone, Sites 18PR399 and 18PR401 appear to represent Late Archaic to Late Woodland (Potomac Creek) occupations.

Given the absence of subsurface deposits and features, neither site has the potential to yield any additional information beyond that collected during the Phase I and II investigations. Sites 18PR399 and 18PR401, are therefore, not recommended as eligible for listing in the State or National Registers, and no additional work should be required within the two sites.

## INTRODUCTION

The State Highway Administration (SHA) with financial assistance from the Federal Highway Administration is proposing to construct an interchange at I-95 and Ritchie-Marlboro Road in Prince Georges County, Maryland. The proposed interchange will involve the construction of four ramps terminating in roundabouts to provide full access between I-95 and Ritchie Marlboro-Road.

A Phase I archeological survey within the project area (Gyrisco and Geidel 1990) identified four archeological sites (18PR399, 18PR400, 18PR401, and 18PR402) that may be potentially eligible for listing on the NRHP. The Phase I survey encompassed the entire area of the proposed intersection. Subsequent refinement of the design resulted in a more defined Area of Potential Effects for the Phase II work.

Fieldwork was conducted by Greiner, Inc., to evaluate 18PR399 and 18PR401, between March 15 and 17, 1995; and again between May 15 and May 23, 1995. During the first period of fieldwork in March, a systematic surface collection of both sites was conducted, after the sites were plowed and disced. Fieldwork conducted in May involved subsurface investigations based on results of the surface collection phase. Joseph Herbert was the Principal Investigator and Bruce Sterling was the Field Supervisor. Field crew included Mac Allen, Peggy Brunache, Dan Eichenger, Doug Picadio, Shirley Rosenberger, Bernard Slaught, and Elise Manning-Sterling.

The two sites are located within the Patuxent River drainage on the Western Shore of Maryland, within the Atlantic Coastal Plain Province, near the Potomac-Patuxent drainage divide. The soils within the site areas are a Collington fine sandy loam. Deep, well-drained sediments which develop within sandy materials containing moderate amounts of green sand characterize Collington Series soils.

The topography of Site 18PR399 consists of a gentle northeast trending hill slope. An unnamed tributary of Southwest Branch is located at the base of the hill slope within eight meters east of the site. A creek and a mixed upland hardwood forest of oak, maple, elm, poplar, and willow, within an overgrown abandoned field, border the site. The elevation of Site 18PR399 is 46 to 49 m (150 to 160 ft.) above sea level (asl).



**Figure 7.** Project vicinity on 7.5' USGS (1965) *Upper Marlboro, MD* topographic quadrangle.

Site 18PR401 is situated on a hilltop at the same elevation (asl) and about 305 m (1,000 ft.) northwest of 18PR399. The hill slope descends from the site to the north and east. The same unnamed tributary of Southwest Branch found bordering Site 18PR399, passes within 120 m (394 ft.) to the west of Site 18PR401 at the base of the slope, adjacent to the right-of-way for I-95. The site area encompasses an overgrown field and the lawn of a house.

## FIELD METHODS

Phase II testing on both Sites 18PR399 and 18PR401 was conducted in two parts. First, a systematic surface collection of the site was undertaken to further define site boundaries, and artifact densities and distribution. To accomplish this, the sites were plowed and disced, and after a heavy rain, a metric grid was established across each site. The small collection units were established to provide a controlled coverage of each plowed site area.

### *Site 18PR399*

A 100 percent surface collection was conducted across the plowed site with all prehistoric and historic artifacts collected within all the 6.25 x 6.25 m (20.5 x 20.5 ft.) square units established within the 25 m (82 ft.) grid. In order to identify the site limits beyond the plowed field, a shovel test survey was conducted within the wooded areas to the south, southeast and north of the site. Shovel tests were generally

excavated at 20 m (66 ft.) intervals along a single transect. Additional shovel tests were placed at 10 m (33 ft.) intervals to better define and sample areas in which evidence of prehistoric cultural activity was identified.

The second component of Phase II testing consisted of excavation of nine 1 x 1 m (3 x 3 ft.) test units where high concentrations of prehistoric artifacts had been recovered during the surface collection, and in areas of the site projected to be impacted by the project. The 1 x 1 m (3 x 3 ft.) units were excavated in 10 cm (4 in.) arbitrary levels. Photographs and documented of at least one wall within each excavation unit. After these tests were completed, a gradall was employed to strip the plowzone in areas most likely to contain subsurface features, such as the artifact density loci. In all, four stripped gradall trenches were opened across the site, an area measuring 394 square meters (4,255 square ft.).

All stripped trenches were shovel skimmed to expose any possible prehistoric features. All soil anomalies were drawn and photographed in plan view. The anomalies were then bisected, screened, and soil samples were taken. Profiles were drawn and photographed before the second half on the anomaly was removed. The total area examined during this Phase II testing of 18PR399 was approximately 63 m (207 ft.) east-west by 188 m (617 ft.) northeast-southwest.

#### *Site 18PR401*

Phase II testing of Site 18PR401 followed a similar two-part collection and excavation strategy as was conducted at Site 18PR399. To supplement the surface collection and further define the site boundaries within the unplowed yard, a limited shovel test survey was conducted. Shovel Test Pits (STP) were excavated at 10 m (33 ft.) intervals along a single transect following the western, southern, and eastern edges of the fenced yard.

The second component of the testing effort consisted of excavating two 1 x 1 m (3 x 3 ft.) test units. One unit to expand upon a shovel test which exposed possible post molds, and the second was excavated in the plowed field to determine the limits of the plowzone prior to stripping and to determine whether there were stratified sub-plowzone deposits.

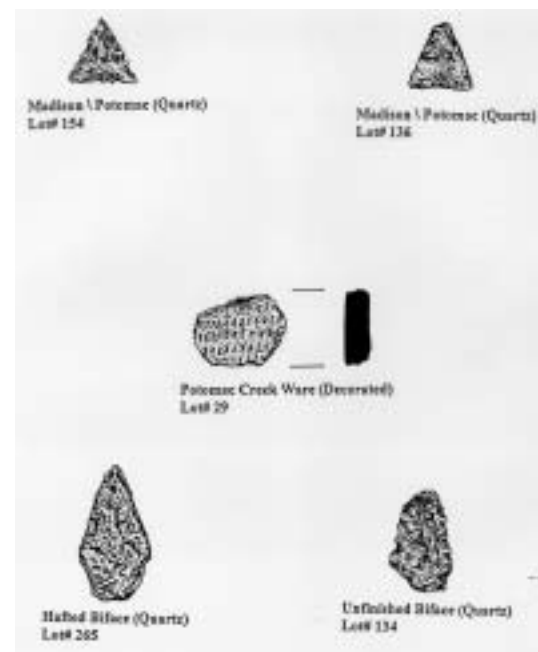
After these test units were completed, a Gradall was employed to strip 3.9 ha (9.7 acres) of the plowzone to expose any subsurface features. The Gradall trenches were located in areas of relatively high artifact density identified through surface collecting

and the shovel testing. Artifact concentrations were determined based on preliminary interpretations of artifact density maps produced with the Surfer software program.

## **RESULTS**

#### *Results at 18PR399*

The assemblage of prehistoric material recovered during the Phase II testing of 18PR399 included 1,110 pieces of lithic debitage, thirteen bifaces, and six diagnostic projectile points. The projectile points recovered include four medium and one small-sized expanding-stemmed late Archaic-Early Woodland projectile points (three Brewertons and one Bare Island), and two small triangular Late Woodland Madison or Potomac points. A total of 69 ceramic sherds, all tempered with fine to medium grained sand, was also recovered. The majority of sherds was plain with no exterior treatment, and appear to relate to late Woodland Potomac Creek.



**Figure 8.** Site 18PR399, projectile points, tools, and pottery (reduced scale).

The excavation of seven 1 x 1 m (3 x 3 ft.) test units indicated that there were no prehistoric deposits or features located below the plowzone. Two test units produced prehistoric artifacts from the subsoil. Fire Cracked Rock (FCR) and one quartz flake were recovered from the top of the subsoil. A total of 394 square m (4,225 square ft.) of the plowzone was



stripped revealing 31 subsurface anomalies. Further testing of these possible features demonstrated that the anomalies were not cultural.

#### *Results at 18PR401*

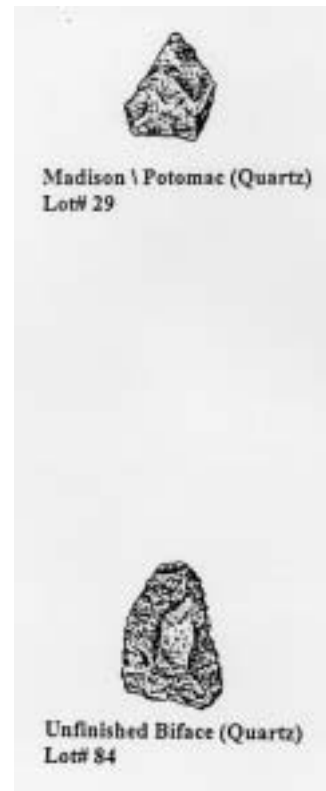
Site 18PR401 appears to consist of a light scatter of prehistoric pottery and flakes. No prehistoric material was identified in the subsoil. The gradall stripping indicated no prehistoric features present below the plowzone.

### **SUMMARY**

In conclusion, Sites 18PR399 and 18PR401 represent Late Woodland Potomac Creek occupations, which were probably utilized at sometime after AD 1300. These areas were, most likely, where extended family groups resided during the fall and winter months when foraging and hunting activities were conducted. However, there is no direct evidence from the sites to support an interpretation of the season or seasons of occupation.

The absence of architectural features or storage facilities suggests that the duration of residence was limited. Lithic resources for the manufacture of expedient tools, and small triangular arrow points were primarily obtained locally. The ceramic technology of the residents was quite good, and the thinness of the vessel fragments recovered at the site suggest most vessels were small (easily portable).

Data already collected from these two sites provided interesting information about Late Woodland settlement patterns. However, given the absence of surface deposits or features further work within the sites would most likely not provide significant additional information. Sites 18PR399 and 18PR401 are not recommended as eligible for listing in the State or National Registers. Further, no additional work is recommended at the two sites.



**Figure 9.** Sites 18PR401, projectile point and tool (reduced scale).



**Phase I Intensive Archeological Investigations MD 175 Over Amtrak,  
Anne Arundel County, Maryland**  
*Archeological Report Number 114*

by

**Robert D. Wall**  
*Robert Wall & Associates*

**ABSTRACT**

Results of a Phase I intensive archeological investigation of an area adjacent to MD 175 just east of the Amtrak underpass are described in this report. The property surveyed consists of ca. 128 m (420 ft.) of narrow right-of-way that extends from the Amtrak underpass on the west end to its end point ca. 122 m (400 ft.) east of the underpass and paralleling MD 175. A small amount of historic ceramics, an isolated brick fragment, modern road construction materials (e.g. asphalt) and a single quartz flake were recovered from the plow zone within the project corridor. This small collection of disturbed and isolated finds (18ANX123) has not been recommended for further investigation. Consequently, no further archeological investigation is considered necessary for this project.

**INTRODUCTION**

This report documents the completion of a Phase I intensive archeological investigation of a narrow linear right-of-way adjacent to MD 175 just east of the Amtrak underpass. Dr. Robert Wall served as Principal Investigator and Dana Kollmann as field technician. The fieldwork was conducted in January 1995.

The project area is located in the western Coastal Plain Physiographic Province within an area consisting of broad and relatively level upland surfaces and stream terrace settings. Soils within the project area consist primarily of Evesboro loamy sand (Kirby and Matthews 1973).

**FIELD METHODS AND RESULTS**

The focus of the Phase I survey was to identify prehistoric and historic resources by sub-surface testing. Expectations of prehistoric sites were moderate considering the headwaters setting of the project area and the existence of previously recorded sites in similar settings near Odenton.

This setting was considered to have a higher potential for historic sites since cartographic research showed



**Figure 10.** Project vicinity on 7.5' USGS (1957) *Odenton, MD* topographic quadrangle.

the presence of past structures in the vicinity of the project area. The substantial duration of these kinds of sites would likely leave behind archeological deposits easily identified through sub-surface shovel testing and surface reconnaissance for structural foundations.

The project area vicinity has been significantly modified by construction of MD 175 to the north and the railroad to the west. Though the project area ground surface has been significantly modified in areas immediately to the southeast and adjacent to a small intermittent stream channel, it appears to be relatively intact.

Fieldwork consisted of systematic shovel testing of the alignment within a single transect centered in the right-of-way. There was insufficient surface visibility to conduct a systematic surface collection so shovel tests were placed at 10 m (33 ft.) intervals along undisturbed portions of the alignment.

Four additional shovel tests were excavated at a maximum of 5 m (16 ft.) around positive finds to determine artifact concentration boundaries and assess stratigraphic contexts. Shovel tests measuring 40 cm (16 in.) in diameter were excavated into Pleistocene strata with all soils excavated by natural or cultural horizons from the surface to the base of excavations.

Results of the field investigation produced only a single quartz flake and a scatter of primarily modern historic artifacts from four separate shovel tests (18ANX123). Supplementary shovel tests placed around these finds failed to produce any additional artifacts and no associated structural remains could be located in the vicinity.

## **CONCLUSIONS AND RECOMMENDATIONS**

The small collection of isolated finds (18ANX123) does not contain sufficient information to warrant further investigations. Supplementary shovel testing showed that the artifacts were present within contexts that are completely disturbed. The finds are not considered to be a significant resource and any additional work would result in either similar recoveries (i.e. lithic debitage) or no recoveries at all. The finds are not considered to be eligible for the National Register of Historic Places. It is recommended that the project proceed as planned.

**Phase I Archeological Survey of BWI Hiker-Biker Trail Section 3 BWI Overlook to  
the BWI Amtrak Station, Anne Arundel County, Maryland**

*Archeological Report Number 116*

by

**Bruce Sterling, George Miller, and Stephen Tull**  
*Greiner, Inc.*

and

**Appendix 3, Phase I Archeological Testing, Section 3 of the BWI Hiker-Biker Trail West of  
Maryland Route 995**

by

**Carol A. Ebright**  
*Maryland State Highway Administration*

**ABSTRACT**

This report presents the results of the Phase I archeological investigation of Section 3 of the proposed BWI Hiker-Biker Trail, located just south and west of Baltimore/Washington International Airport (BWI Airport). The proposed trail consists of approximately 5.33 km (3.35 miles) of narrow right-of-way, which extends westward from the BWI overlook parking area. In addition, a 2.5 ha (6 acre) lot located adjacent to the trail at the intersection of Dorsey Road and MD 170 was tested. Greiner, Inc., surveyed the sections of the trail right-of-way along Dorsey Road and MD 170 to the intersection with Old Stoney Run Road. The northern portion of the trail from Old Stoney Run Road and west of MD 995 was surveyed by the Maryland State Highway Administration (SHA) Archeology Group (Ebright 1995, Appendix 3). This northern portion of the trail contains a National Register eligible prehistoric archeological site, 18AN489.

As a result of the Greiner investigation, two potentially significant archeological sites were identified; one prehistoric lithic scatter (18AN965) which may be associated with the previously identified Site 18AN29B (Kinsey 1979), and one possible shell button, manufacturing waste midden (18AN964). Further archeological testing is recommended for both sites to determine their eligibility for the National Register. The results of the SHA investigation documented the presence of disturbed soils and revealed no indication of intact archeological deposits in the northern portion of the project area. The proposed right-of-way of the trail will be placed on the previously disturbed shoulder of MD 995 adjacent to the eligible site, thus avoiding any impacts. No further archeological work is recommended for the SHA portion of Section 3 of the BWI Hiker-Biker Trail.

**INTRODUCTION**

The proposed Section 3 BWI Hiker-Biker Trail includes the construction of 5.33 km (3.35 mi.) of a 3 m (10 ft.) wide bituminous concrete trail. Section 3 of

the trail will begin at the BWI Overlook parking area and proceed westward along Dorsey Road (MD 176) and then northward along MD 170 (Aviation Boulevard) to its intersection with Old Stoney Run Road. The survey area also includes a 2.5 ha (6 acre)

tract located adjacent to the trail in the triangle created by Dorsey Road, MD 170, and the northbound entrance ramp to Aviation Boulevard off Dorsey Road. The survey of locations adjacent to the BWI Overlook parking area was not performed as part of the original Phase I survey, but was an additional survey effort.



**Figure 11.** Project vicinity on 7.5' USGS (1957) *Relay, MD* topographic quadrangle.

Bruce B. Sterling, under the direction of Stephen Tull, Principle Investigator, conducted fieldwork between January 11 to 16, and February 8 to 10, 1995. In addition to the survey work conducted by Greiner, Inc., the northernmost portion of the Section 3 trail, west of MD 995, was tested by SHA under the direction of Carol Ebright. This northern portion includes the route of the trail north of Old Stoney Run Road proceeding to the west of a Westinghouse parking lot, across an open lawn north of the lot and into an area containing a National Register eligible prehistoric archeological site (18AN489). The trail terminates at the BWI Amtrak station.

The Section 3 project area of the BWI Hiker-Biker Trail is located in the Coastal Plain physiographic province of Maryland's Western Shore. The southeastern half of the project area lies predominantly within the headwaters of Sawmill Creek and Clark Branch. The proposed trail crosses Hawkins and Signal Branch drainages. Soils in the southern section of the project area are characterized by Galestown loamy sand and Evesboro loamy sand. The soils to the

northwest are primarily Sassafras fine sandy loam, and Muirkirk, and Rumford loamy sand.

## FIELD METHODS AND RESULTS

The Phase I archeological survey conducted by Greiner, Inc., consisted of the excavation of shovel tests along four transects (A, B, D and E) following the course of the proposed Hiker-Biker Trail within four distinct locations within the project area. In addition, under the direction of SHA, a fifth area was shovel tested (Transect C) outside the proposed trail route, on the triangular lot northeast and adjacent to the intersection of Dorsey Road and MD 170. Within the overall project area, 213 shovel test pits (STPs) located at 20 m (66 ft.) intervals were excavated. An additional 37 (judgmental) tests were excavated outside the original transects to further define areas where cultural material was recovered. The shovel tests, measuring approximately .4 m (1.3 ft.) in diameter were excavated to a depth between 30 to 120 cm (12 to 47 in.), with an average depth of 60 to 70 cm (24 to 28 in.) in low elevations, and 40 to 50 cm (16 to 20 in.) on higher ground. The majority of STPs were excavated into the culturally sterile C horizon, except where deep fill or otherwise disturbed deposits were encountered.

The SHA survey conducted in the northern end of Section 3 of the Hiker-Biker Trail, west of MD 995 consisted of excavating shovel tests at an initial 20 m (66 ft.) interval. The excavation interval was changed to 40 m (131 ft.) once it was determined that extensive disturbance had taken place. Sixteen shovel tests were excavated in the area west of MD 995, six tests to the west of the Westinghouse parking lot and ten tests north of the lot between a ravine and MD 995. All tests were 50 cm (20 in.) in diameter.

### *Transect A*

As a result of the survey along Transect A, three sites were assigned field site number designations: Field Site 1, a light scatter of late nineteenth to twentieth century ceramics (no state site number assigned since it was determined to not represent a discrete locus of human occupation); Field Site 2 (18AN964), a shell button manufacture waster midden from the late nineteenth to early twentieth century; and, Field Site 3 (18AN965), a prehistoric lithic scatter possibly dating to the Middle/Late Archaic period. In addition, an isolated rhyolite flake was recovered from a disturbed context.

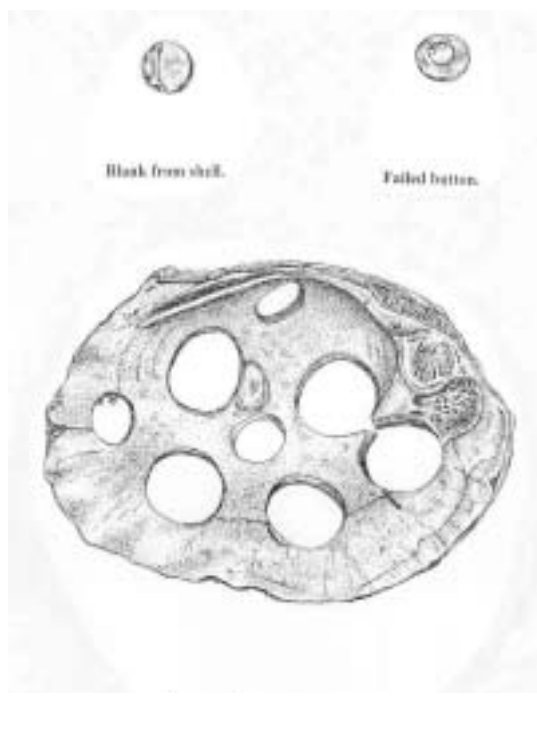
### *Transect B*

Only a light scatter of twentieth century material was

recovered from this wooded area.

#### *Transect C*

From the results of the tests excavated across the length of the parcel, it is clear that most of the area was disturbed. The ground surface in the southern half of the lot is approximately 3 m (10 ft.) lower to the north, and appears almost level with the surrounding area. Of the ten tests (including two judgmental tests) excavated in this area, six encountered disturbed fill deposits, while a buried paved road surface was identified in two of the tests. The remaining two tests encountered sand deposits, not the thick clay and gravel fill associated with the remainder of the area. Within this small sandy area surrounded by fill, only two possible quartz flakes were recovered, and were recorded as isolated finds.



**Figure 12.** Examples of shell button materials from Site 18AN964 (illustrations reduced to 50 percent of actual size).

#### *Transect D*

All but the last two of the shovel tests, within the transect area excavated south of Old Stoney Road, encountered deep fill deposits.

#### *Transect E*

Pedestrian survey indicated substantial disturbance,

including paved entrances to the parking lot, and an extensive drainage system excavated along the roadside. Shovel testing indicated deep fill deposits similar to those found in transect D. It is possible that much of the fill in these areas was originally attained from the hill behind the Westinghouse building. Nearly half of this high hill has been removed, and the area graded for the construction of the building's second parking lot.

#### *Section 3 Northern Terminus*

Shovel testing documented the presence of disturbed soils, and revealed no indication of intact archeological deposits. In the northern portion of the project area the trail will be located on the previously disturbed, paved, road shoulder.



**Figure 13.** Artifacts recovered from Site 18AN965 (not to scale).

## **CONCLUSIONS AND RECOMMENDATIONS**

The results of the Greiner investigation indicated that relatively intact soil conditions were evident in the southern half of the project area, while only disturbed contexts were encountered to the north of the new Stoney Run Road overpass. Two potentially significant

archeological sites were identified during the Phase I survey. Site 18AN965 is a lithic scatter dating to the Middle to Late Archaic period possibly associated with the previously identified Site 18AN29B.

This site, which contains intact deposits below the plowzone, is located within the corridor for the proposed BWI Hiker-Biker Trail, and therefore, based on current plans, may be affected by the construction of the trail. A Phase II archeological investigation is recommended for 18AN965 to further define site limits, integrity, its association with 18AN29B (Harmans B Site), and to determine whether the site may be eligible for listing in the National Register.

Site 18AN964 may be an intact shell button manufacturing waste midden possibly dating to the late nineteenth to early twentieth century. It appears that the proposed trail right-of-way traverses a portion of this site; therefore, based on current plans, the site may be affected by the construction of the trail.

A Phase II evaluation is recommended to determine if the site is eligible for listing in the National Register. Both sites appear to extend into BWI Airport property.

Other cultural material recovered during the survey includes a single rhyolite flake, considered to be an isolated find, and a second isolated find of two possible quartz flakes or shatter was also recovered. Both isolated finds were identified in disturbed contexts associated with road construction at the north end of the Dorsey Road Ramp to MD 170.

The results of the SHA investigation documented the presence of disturbed soils and revealed no indication of intact archeological deposits in the northern portion of the project area. The proposed trail will be placed on the previously disturbed shoulder of MD 995 adjacent to Site 18AN489, thus avoiding any further impacts to this significant site. No further archeological work is recommended for the SHA portion of Section 3 of the BWI Hiker-Biker Trail.

**Phase IB Archeological Identification Survey of the Bevard Property  
Wetland Mitigation for Maryland Route 5 from I-95 to MD 337,  
Prince Georges County, Maryland**

*Archeological Report Number 121*

by

**William P. Barse**  
*KCI Technologies, Inc.*

**ABSTRACT**

A Phase IB identification survey was conducted at the proposed Bevard Wetland Mitigation project area by KCI Technologies, Inc. (KCI), between November and December 1994. The project area is located along Tinkers Creek in Prince Georges County, Maryland. The Phase IB investigation located four previously undocumented archeological sites containing prehistoric components. These sites are 18PR457, 18PR458, 18PR459, and 18PR460.

Two of these sites, 18PR459 and 18PR460, contain subplowzone eolian deposits dating to the Late Archaic period and are potentially eligible for nomination to the National Register of Historic Places (NRHP). Ruins of an historic mill dating to the nineteenth century were also documented within the Bevard Wetland Mitigation project area. This site, designated 18PR461, is also considered to be potentially eligible for nomination to the NRHP. KCI recommended that Sites 18PR459, 18PR460, and 18PR461 be avoided. If avoidance is not possible, KCI recommends Phase II evaluation of each site subject to potential impact by the proposed construction.

The remaining two prehistoric sites, 18PR457 and 18PR458, lack contextual integrity, exhibit low artifact density, and have not yielded diagnostic materials. KCI recommends no further work at either of these sites.

Project plans delineating areas subject to impacts from proposed construction were not available prior to completion of the Phase IB Identification Survey. The Maryland State Highway Administration will work with the Maryland Historical Trust to determine project impacts and devise appropriate avoidance alternatives once project plans have been more fully developed.

**INTRODUCTION**

This report documents results of a Phase IB survey conducted at the proposed Bevard Wetland Mitigation site. The fieldwork was conducted by KCI from November 7, 1994 to December 5, 1994. Dr. William P. Barse served as the Principal Investigator for this project and authored the current report. Mr. Igor D. Nurabas served as the Field Supervisor, while Mr. Richard A. Geidel served as the Project Manager.

The Bevard Wetland Mitigation site is located in Maryland Archeological Research Unit 11, the Riverine Potomac Drainage of the Coastal Plain Province. The study area consists of three separate parcels designated Area 12, Area 11, and Additional Acreage Area (Area AA). Area 12 has two separate loci, the lower portion of the area, and the higher terrace.

The Bevard Wetland Mitigation study area is situated



within the Western Shore division of the Atlantic Coastal Plain Physiographic Province, an area characterized by variably dissected marine/alluvial terraces and a flat to gently rolling topography. Tinkers Creek, which drains through the study area, flows from north to south, forming one of the largest tributaries of Piscataway Creek.



**Figure 14.** Project vicinity on 7.5' USGS (1957) *Piscataway, MD* topographic quadrangle.

The soils of the study area are developed on the sand and gravel terraces that form the subsurface geology. The lower portion of Area 12 is comprised of Johnston silt loam poorly drained, and a small area of Ochlockonee sandy loam. The upper terrace of Area 12 falls within the Sassafras gravelly sandy loam, which is a well-drained soil (Kirby et al. 1967).

Area 11 falls within the Bibb silt loam mapping unit. Bibb soils are nearly level and poorly drained soils. While these soils fit well for most of the lower portion of Area 11, those found on the higher elevated terrace where the core of Site 18PR459 is located (see below) may belong to the Sassafras series. Area AA is mapped within the Iuka alluvium, which are characterized by sandy or silty loam (Kirby et al. 1967).

## FIELD METHODS AND RESULTS

The Phase IB fieldwork consisted of the systematic excavation of 36 x 36 cm (14 x 14 in.) shovel tests at 20 m (66 ft.) intervals across each of the three areas.

In Areas 11 and AA, a number of additional shovel tests were placed at 10 m (33 ft.) intervals in order to refine both horizontal limits and vertical contexts of archeological materials. Five 1 x 1 m (3 x 3 ft.) test units were excavated in addition to the shovel tests, one in Area 12, two in Area 11, and two in Area AA. Both the shovel tests and the five 1 x 1 m (3 x 3 ft.) test units were excavated stratigraphically according to natural soil horizons, or ten centimeter subdivisions of natural soil horizons.

### AREA 12

Fieldwork in Area 12 consisted of the excavation of 90 shovel tests at 20 m (66 ft.) intervals: 66 in the 20 ha (8.10 acre) lower portion and 24 in the 8 ha (3.27 acre) upper portion. The higher terrace was incorporated into the same grid system as used on the lower terrace, ensuring systematic designation of shovel tests. A single 1 x 1 m (3 x 3 ft.) test unit, was excavated to sample a burned soil horizon. Fieldwork in Area 12 resulted in the location of two prehistoric sites: 18PR457 in the lower portion and 18PR458 in the upper portion.

#### 18PR457

Site 18PR457 refers to the low-density lithic scatter of mixed context documented in the lower terrace portion of Area 12 measuring approximately 40-x 90 m (131 x 295 ft.). No tight clustering of cultural materials was noted with the exception of three contiguous shovel tests in the central portion of the lower terrace. Cultural material was also recovered from four isolated shovel tests.

18PR457 represents small, discontinuous loci of primary flaking debris dating to an unknown period of the prehistoric past. There is evidence that a portion of the assemblage is in secondary context, an interpretation supported by the water worn artifacts.

#### 18PR458

Site 18PR458 measures approximately 60 x 50 m (197 x 164 ft.). Most of the cultural material recovered during the Phase IB investigation clusters in the shovel tests close to one end of the high terrace.

The debitage, mostly quartz, reflects a mix of both primary flaking activities and thinning of hafted bifaces. With little exception, the assemblage was recovered from the shallow plowzone on the terrace. The site is interpreted as representing one or more small transient hunting stations with, perhaps, one component dating to the Late Archaic period.



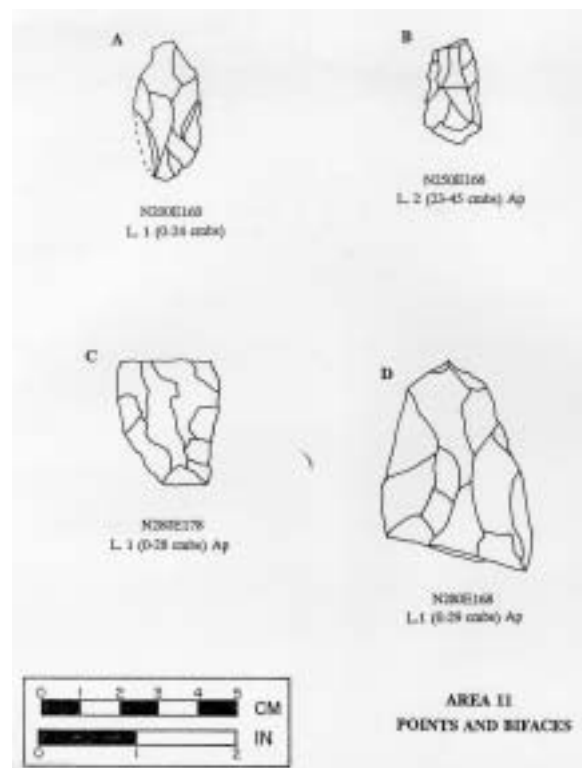
## AREA 11

Most of Area 11 consists of a relatively low-lying terrace formation adjacent to Tinkers Creek. Fieldwork in Area 11 consisted of the excavation of 63 shovel tests and two 1 x 1 m (3 x 3 ft.) test units.

Fieldwork in Area 11 resulted in the location of one prehistoric site, 18PR459. A restricted portion of the site on the higher terrace has thin though intact, subplowzone contexts. The fieldwork also included the documentation of a known but previously unrecorded historic site, 18PR461, which includes the ruins of a mill and associated structural remains of unknown function.

### 18PR459

Site 18PR459 includes the cultural material encompassed within Area 11. Although scattered lithic materials and a single projectile point were recovered throughout a large portion of the area, the core of the site is situated on the higher terrace. Materials recovered from the higher terrace include two Early Woodland Piscataway points, an Early Woodland Accokeek body sherd, and two Late Woodland Potomac Creek body sherds.



**Figure 15.** Projectile points and bifaces from 18PR459 in Area 11.

Site 18PR459 measures approximately 60 x 70 m (197 x 230 ft.) and is characterized as a cluster of one or more short term camps or hunting stations, with identifiable components dating to the Early and Late Woodland periods.

A total of 665 artifacts were recovered; and with the exception of 15 flakes and one of the Piscataway projectile points, all cultural material was recovered from the core of the site on the high terrace. Materials recovered include ceramics, projectile points and biface fragments, debitage, a gorget fragment, cobble tools, and fire-cracked rock.

### 18PR461 (The Mill Site)

The Mill Site, 18PR461, is also listed as PG-81B-10 in the Maryland Inventory of Historic Properties. The property on which the mill sits was part of a tract of land known as "Frankland" surveyed for Luke Gardner in 1668.

Documentary evidence points to a mid to late nineteenth century placement for the mill and its associated structure. Fieldwork undertaken at the mill involved the mapping of the foundation and associated features and mapping of the associated brick ruin located to the immediate north of the mill's foundation. Two shovel tests were placed adjacent to the brick ruins to obtain chronologically diagnostic artifacts.

The mill foundation measures approximately 8 x 8 m (26 x 26 ft.). The remaining foundation is constructed of brick two courses thick and laid in an alternating series of rows. Three of the foundation walls are relatively clear, though the fourth side is buried beneath hill slump. Portions of the walls have been robbed for brick, much of which is either stacked or piled within the confines of the foundation. A fair quantity of brick, likely from the foundation, has been used as rubble fill around the culvert beneath the farm lane. Four beams, undoubtedly the floor sills, are present spanning the width of the foundation. Although these appeared to be somewhat disturbed, they are in their approximate original location. Artifacts noted on the floor are three fragments of a thin grist mill stone, a salt-glazed stone ware jug rim, and a number of cut nails.

The remains of the mill constitute the only conspicuous historical site in the Bevard Wetland Mitigation study area. No archeological evidence was obtained that suggests an eighteenth century age for the structure.

## AREA AA

Area AA is the northern most parcel in the Bevard wetland mitigation study area. This parcel, measuring 3.9 ha (9.75 acres), is a two tiered terrace situated near Tinkers Creek. Fieldwork in this parcel included the excavation of 65 shovel tests placed on a 20 m (66 ft.) grid supplemented by the placement of two 1 x 1 m (3 x 3 ft.) test units to assess stratigraphic context of cultural materials.

Fieldwork in this area revealed the presence of one prehistoric site, 18PR460, most of which was restricted to the higher terrace along the north side of the parcel. Shovel tests in Area AA revealed cultural materials within an area measuring 120 m (394 ft.) north-south and 180 m (591 ft.) east-west.

The shovel tests revealed a variable set of soil profiles across the area. Importantly, several shovel tests indicated the existence of relatively deep deposits of a sub-plowzone sandy layer interpreted to be of eolian origin. This layer, nearly identical in color and texture to a similar deposit found in Area 11, contained significant quantities of cultural material as well as a hearth feature.

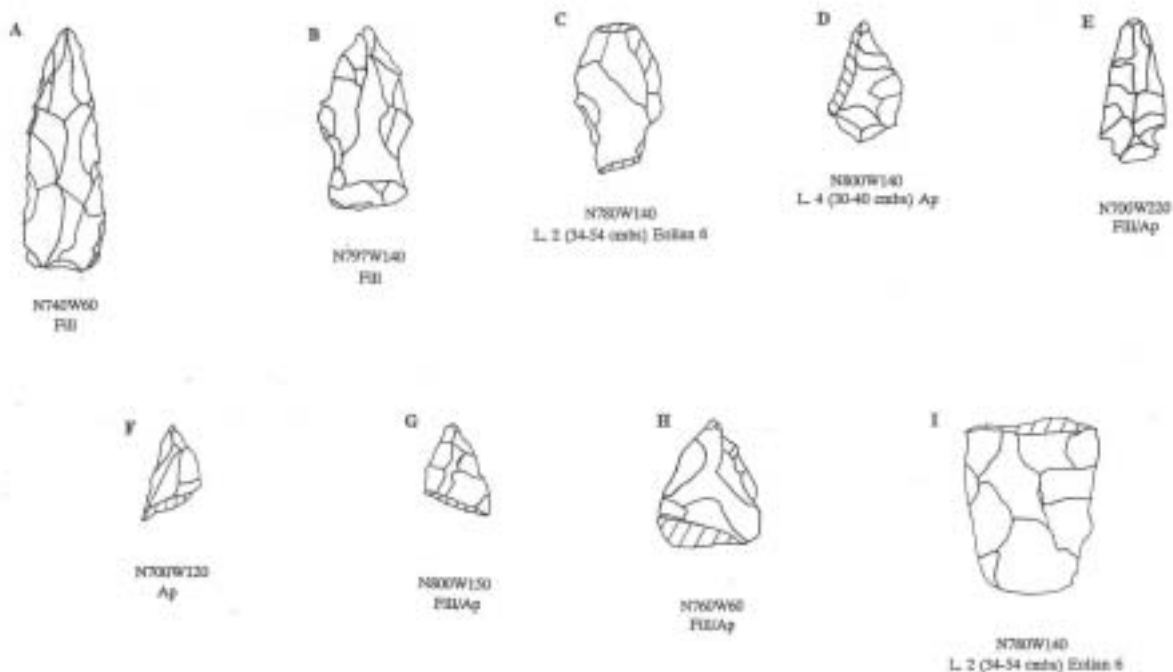
### 18PR460

A lithic scatter of variable density, mostly

concentrated along the higher terrace characterizes 18PR460. Scattered lithic debris is also found on the small levee formations in the western half of the parcel close to Tinkers Creek. The site's area of primary significance is the portion containing buried cultural materials located in the northern end of the parcel. The principal components date to the Late Archaic period, though diagnostic projectile points from the Early Archaic and Early Woodland periods were recovered as well.

A small hearth (40 x 70 cm) composed of clustered fire-cracked rock was encountered in the second level of the eolian C-horizon, at the top of Zone III between 60 and 66 cm (23 and 26 in.) below the ground surface. This feature is interpreted as a small hearth dating to the Late Archaic period.

A total of 634 artifacts was recovered from the excavations in Area AA. This total breaks down into 457 flakes, 24 core fragments, 15 smaller cobble/pebble chunks (core shatter), 22 hammerstones, one utilized flake, seven projectile points and point fragments, four biface fragments, and 106 fire-cracked rock fragments. Historic artifacts were limited to recent glass fragments and a few nails removed from fill horizons.



**Figure 16.** Projectile points and bifaces from 18PR460 in Area AA.

Artifacts that function as chronological indicators recovered from the site include an Early Archaic Kirk variant, two Late Archaic Lamoka points, and an Early Woodland period Piscataway point. The Late Archaic period is the only occupation that has demonstrable subplowzone context at the site. The presence of the Lamoka point clearly supports a Late Archaic age for the deposit. The presence of the hearth and considerable flaking debris contained within the same horizon indicates the existence of relatively undisturbed deposits dating to this period.

The range of task specific tool classes was limited. Debitage from all proveniences reflects a combination of primary reduction of locally available cobbles and later stage reduction into finished tools. Other functionally specific tools were limited to hammerstones and the single utilized flake. Hammerstones, cobbles that were employed on an ad hoc basis as needed, are tied to the lithic reduction strategies of the site's inhabitants, probably across a wide chronological range.

## **RECOMMENDATIONS**

Phase IB investigations in Area 12 revealed two small prehistoric sites, 18PR457 and 18PR458, characterized as low-density lithic scatters, lacking both chronological indicators and subsurface context. Site 18PR457, on the lower terrace, also exhibits evidence of redeposited cultural materials. KCI therefore believes that these two sites do not have the potential to yield information important to our understanding of prehistory; therefore no further work at 18PR457 or 18PR458 is recommended.

Sites 18PR459, 18PR460, and 18PR461 are potentially significant, chiefly for what can be learned from data recovery. At this stage of work, we find no evidence to suggest that these sites would warrant preservation in place. Confirmation of this opinion must await completion of Phase II investigations.

# **Phase I Archeological Survey of Poplar Avenue and Related Construction Monitoring at the Benson-Hammond House, Anne Arundel County, Maryland**

*Archeological Report Number 124*

by

**Richard G. Ervin**

*Maryland State Highway Administration*

## **ABSTRACT**

At the request of the Maryland State Highway Administration (SHA), Maryland Geological Survey (MGS) archeologists performed a Phase I archeological survey of Poplar Avenue in Anne Arundel County, Maryland. The central and western parts of the proposed project area were found to have been disturbed by past construction and structure demolition. An historic artifact concentration and scattered prehistoric artifacts were identified by shovel testing at the eastern end of the project area, near the early nineteenth century Benson-Hammond House (18AN497), home of the Ann Arrundell County Historical Society. The investigations indicated that most of the historic artifacts were within fill layers probably redeposited from elsewhere on the Benson-Hammond property during previous road construction. Small quantities of historic and prehistoric artifacts were also recovered from a buried plowzone, but they are not considered to be potentially significant. The investigation indicated that the proposed project would have no adverse effect on significant archeological resources, and no further archeological work is warranted.

Archeologists also monitored construction of a new driveway and parking lot at the Benson-Hammond House. Scattered nineteenth century artifacts and modern material were observed as construction progressed, along with brick alignment probably of recent vintage. Monitoring indicated that the project had no adverse effect on significant archeological resources, and construction of the driveway was allowed to proceed.

## **INTRODUCTION**

The Phase I archeological survey of Poplar Avenue evaluated a proposed project to reconstruct Poplar Avenue between existing Fort Mead Road (MD 170) and existing Hammonds Ferry Road (MD 162).

The project involved widening Poplar Avenue along its south side, reconfiguring the intersections with MD 162 and MD 170, geometric improvements, construction of a center median, installation of curb and gutter, and associated drainage improvements. Project plans indicated that the effects of construction would be concentrated within a 20 to 40 m (66 to 130 ft.) wide corridor along the south side of the existing road. The nineteenth century Benson-Hammond House, home of the Ann Arrundell County Historical Society, was within the proposed project area.

Driveway construction work at the Benson-Hammond House was also monitored.

Fieldwork was conducted during July and August of 1987, and November of 1988. The project was directed by Principal Investigator Richard Ervin, assisted in the field by Carol Ebright, Ron Orr, Spencer Geasey, and Alison Helms.

The project lies within the Western Shore Division of the Atlantic Coastal Plain, part of Maryland Archeological Research Unit 7. It crosses the headwaters of Cabin Branch, a tributary of Curtis Creek. The project area is a level upland at an elevation of about 36 m (120 ft.) above sea level. It is at the northern end of the Baltimore-Washington International Airport, a short distance south of the town of Linthicum. The regional soil association is the Sassafras-Croom-Chillum Association, gently

sloping, well-drained, loamy soils sometimes having a compact gravelly subsoil.

## POPLAR AVENUE SURVEY

### *Field Methods*

Undisturbed parts of the project area were tested by a single transect of 40 cm (1.3 ft.) diameter shovel test pits excavated at 30 m (100 ft.) intervals within the proposed construction area. Soil was screened through .64 cm (.25) in. mesh hardware cloth, but units were not stratigraphically excavated. A staggered pattern of shovel tests was used to investigate the area north of the Benson-Hammond House, and a supplemental 1 x 2 m (3 x 6 ft.) excavation unit was dug to examine historic archeological remains discovered there.



**Figure 17.** Project vicinity on 7.5' USGS (1957) Relay, MD topographic quadrangle.

Inspection of the project corridor showed that the terrain in the central part of the project area had been substantially altered by grading, which would likely have obliterated any archeological remains once present. No subsurface testing was conducted in that part of the project area. The western end of the project is also extensively disturbed by grading, although two small areas without visible indications of disturbance were tested.

### *Survey Results*

Testing of two areas at the west end of the project showed prior disturbance. At the project's eastern

end, the proposed construction would reconfigure Poplar Avenue by routing traffic directly onto Hammonds Ferry Road, without stopping. This affected the northeastern corner of the Benson-Hammond House property. Shovel testing of this area revealed a moderately dense concentration of historic artifacts and scattered quartz flakes.

The shovel test units around the house revealed a wide range of domestic material and structural debris, including coal, cinders, brick fragments, ceramics, bottle glass, window glass, wire nails and oyster shells. The artifacts were mostly small fragments, suggestive of secondary deposits. Six of the sherds date to the middle nineteenth century (including yellowware and hand-painted whiteware), as expected by the house's 1820/1830 construction date. Excavations also recovered two examples of late-eighteenth century ceramic types: white salt-glazed stoneware and Chinese porcelain, possibly *famille verte*. Scattered quartz flakes were also recovered in the latter units.

One of the excavation units yielded eighteenth century sherds, but revealed no evidence of archeological features. No additional eighteenth century material was found.

### *Recommendations*

Although the Benson-Hammond House (18AN497) had been determined eligible for (and is now listed on) the National Register of Historic Places, archeological survey of Poplar Avenue did not reveal significant archeological resources within the proposed right-of-way. Historic artifacts recovered in the vicinity of the house represent nineteenth century field scatter or materials redeposited in twentieth century fill, and have little or no potential to provide important information about local or regional history. Testing revealed that grading, road construction, and structural demolition have disturbed the central and eastern parts of the proposed right-of-way. The survey indicates that the proposed project will have no adverse effect on significant archeological resources, and no further work is warranted.

## CONSTRUCTION MONITORING

In late November 1988, MGS archeologist Richard Ervin monitored construction work at the Benson-Hammond House that was outside the area surveyed for Poplar Avenue. The project involved grading a new entrance driveway and parking area for the Ann Arrundell County Historical Society. The Phase I survey had previously recorded scattered historic artifacts in the front yard of the Benson-Hammond

House, and the project area was considered likely to contain historic archeological resources.

Excavation of the parking lot took place on 21 and 22 November 1988. The work was performed by a Gradall, which removed soil in 2.5 to 5 cm (1 to 2 in.) levels. The excavation revealed a mixture of nineteenth and mid-twentieth century material in a disturbed soil strata. The driveway was excavated on 23 November 1988 with a Gradall. Surface gravel covering the northern part of the driveway was removed, and an area 3 m (10 ft.) wide was excavated 15 cm (6 in.) below grade. Artifacts dating to the mid-twentieth century and temporally non-diagnostic brick fragments were found in the northern section of the driveway. Excavation of the southern section revealed soils compacted by the existing driveway.

#### *Recommendations*

The artifacts encountered during monitoring are a mix of nineteenth and twentieth century artifacts from disturbed soil strata, and are not considered potentially significant. The project had no adverse effect on significant archeological resources, and construction was allowed to proceed. No further archeological work is warranted.

**Phase II Archeological Evaluations of Site 18PR460 for Maryland Route 5 from Interstate  
I-95 to Maryland 337 Wetland Mitigation at the Bevard Property  
Prince George's County, Maryland**  
*Archeological Report Number 125*

by

**Joseph Herbert**  
*Greiner, Inc.*

and

**Mary Ann Holm, and Jane Eastman**  
*Coastal Carolina Research, Inc.*

**ABSTRACT**

The Maryland State Highway Administration (SHA) is proposing to create up to 28 ha (20 acres) of palustrine wetland in the Tinkers Creek watershed as mitigation for construction associated with MD 5 in Prince George's County. A Phase IB archeological survey within the project area identified the Bevard Site (18PR460), which contained what appeared to be Late Archaic and Early Woodland (and possibly Early Archaic) components (Barse 1995). During the Phase IB Survey, two areas were identified on a second terrace in which a sandy soil (C Horizon) was located beneath the plowzone soils (AP/fill Horizon). In one of these areas, a Late Archaic period Lamoka point and a cluster of fire-cracked rocks were found within the C Horizon. Greiner, Inc., and its subconsultant Coastal Carolina Research, Inc. (CCR), then conducted the Phase II evaluation of the Bevard Site.

Phase II shovel testing and unit excavation, in conjunction with a detailed geomorphological study of the site and vicinity identified three features, one of which contained the remains of an early Middle Woodland period Pope's Creek vessel. All three features were found to be entirely within the AP/fill Horizon that directly overlaid a pre-Holocene gravel deposit. Each of the three features was severely disturbed by plowing and exhibited very limited contextual integrity and interpretive potential. The sandy C Horizon soil, found to be restricted to a small area measuring about 40 m (131 ft.) in diameter on the second terrace, yielded numerous flakes down to depths of up to 95 cm (37 in.) below the surface. However, no evidence of a feature, fire-cracked rock, diagnostic artifacts, or undisturbed buried horizons were found above, within or beneath the sandy C Horizon in the tests excavated in this area. Elsewhere on the second terrace, the Ap/fill Horizon was found immediately above pre-Holocene gravel deposits. No artifact-bearing soils were discovered on the first terrace within the project area, and those found on the lowest terrace were recently deposited. In light of these findings, the site is not recommended as eligible for listing in the State or the National Register of Historic Places. The site does not have the potential to yield additional important information beyond what has already been collected during the Phase IB and Phase II studies. No further archeological work is recommended within the proposed wetland mitigation site.

## INTRODUCTION

KCI Technologies, Inc. (KCI), identified the Bevard Site (18PR460) during a previous Phase IB intensive archeological identification survey conducted, in 1994 (Barse 1995). Results of the Phase IB indicated that 18PR460 contained possible Early Archaic, Late Archaic, and Early Woodland components. The stratigraphic context of the artifacts suggested the potential for intact cultural deposits in portions of The Bevard Site. Consequently, a Phase II survey to evaluate the site's eligibility to the National Register of Historic Places was recommended.

The Bevard Site is situated within the Western Shore division of the Atlantic Coastal Plain physiographic province. The immediate vicinity is characterized by flat or gently rolling alluvial terraces frequently dissected by dendritic streams of the Potomac drainage. The Bevard Site (18PR460) is located on the left (east) bank of the Tinkers Creek, 3.1 km (5 miles) above its confluence with Piscataway Creek, in the riverine Potomac drainage (Maryland Archeological Research Unit 11).



**Figure 18.** Project vicinity on 7.5' USGS (1957) *Piscataway, MD* topographic quadrangle.

SHA contracted with Greiner, Inc., and its subconsultant CCR to conduct a Phase II evaluation of the Bevard Site. Fieldwork (conducted from April 18 to 20, and May 1 to 17, 1995) focused on an

assessment of the density of artifacts and their cultural affiliation, and the identification of areas within the site where undisturbed artifact deposits might be located. The identification of intact soil packages containing features and the recovery of contemporaneous associations of both task-specific tools and associated debitage were viewed as primary goals which, if achieved, would be sufficient to establish the site's significance.

## FIELD METHODS

The shovel test pit sampling strategy duplicated that of the Phase IB investigation by excavating 67 units on a 20 m (66 ft.) grid; but the Phase II grid was offset from the Phase IB grid by 10 m (33 ft.). In addition, twelve 1 x 1 m (3 x 3 ft.) units were excavated in areas thought to be most capable of providing geomorphological and archeological information, especially with regard to subplowzone deposits in C-horizon sandy soils. The excavations across the first terrace indicate that although there appears to be buried soil horizons the extent of such horizons is limited. In fact, the Phase II investigation found very little evidence for buried soil horizons, and no evidence of areas in which buried Holocene deposits were found to contain prehistoric artifacts in undisturbed contexts. Where buried B Horizons were noted in shovel test pit profiles, further excavations failed to relocate them.

The Phase II survey discovered the remains of a possible early Middle Woodland period feature on the second terrace (Feature 2). Numerous small fragments of a Popes Creek vessel were found in association with what appeared to be the plow-truncated remnants of a feature. Two other possible features, consisting of discolored soil, were found nearby (Features 3 and 4). The highly disturbed context in which these features were found limited confident interpretation of their function or cultural association. A test unit was opened in order to determine if it would be possible to identify a boundary for the soil discoloration (Feature 3). Twenty quartz flakes, a quartz biface, a retouched quartz cobble, and one exhausted quartz core were recovered from the plow zone in this unit. The second concentration of discolored soil (Feature 4) was exposed at the bottom of the plow zone in the southern part of the excavation unit. The unit was expanded to encompass the entire amorphous discoloration that existed between two plowscars (observable at the base of the modern plowzone). The fill in this feature, dark brown silty sand, was saved



as a flotation sample. Two quartz bifaces and one quartz interior flake were recovered from the surface of the feature but are not diagnostic.



**Figure 19.** Profile of unit with sloping plow scars intruding into the C-horizon.

It can be confidently concluded that there is an Early Middle Woodland Pope's Creek phase component on the upper second terrace. Features 2, 3 and 4 were very close to one another and, if actually cultural, suggest an occupational area. The density of artifacts recovered from this 1 x 3 m (3 x 9 ft.) excavation block provides additional evidence for an occupational area. In all, four quartz bifaces, three quartz cores, six primary flakes, 11 secondary flakes and 29 interior flakes were recovered from this excavation block. In addition, 72 sand-tempered Pope's Creek Net-Impressed sherds were recovered from Feature 2.

The Early Woodland component was confirmed by the recovery of the Pope's Creek sherds. KCI felt that the Late Archaic period was the only occupation with demonstrable subplowzone context (Barse 1995). The Phase II investigations have added support to this interpretation, but also indicates the limitations of the potential to contain undisturbed deposits. Only one complete projectile point was recovered from the Phase II shovel testing. This specimen is not readily identifiable as a known type.

## CONCLUSIONS AND RECOMMENDATIONS

Phase II testing involved the excavation of shovel tests and test units across the three terraces (lowest terrace, first terrace, and second terrace) encompassing the proposed wetland mitigation site in

which Site 18PR460 was located. This effort focused, however, on two locations within the site in which a sandy C Horizon was expected beneath an Ap Horizon or fill layers on the second terrace. The Phase IB survey had identified a cluster of fire-cracked rock within this sandy horizon, in the north-central portion of the site. The recovery of a Late Archaic Lamoka point in the sandy C Horizon, some 17 m (56 ft.) south of the fire-cracked rock cluster, suggested that the period of prehistoric occupation in this location may have been during the Late Archaic period.



**Figure 20.** Pope's Creek Net-Impressed sherd conjoined from seven specimens.

The Phase II investigations confirmed that a buried alluvial deposit containing lithic artifacts is present at the site in this location. However, this horizon occurs in a very limited area (about 40 m [135 ft.] in diameter). There is very little chance that artifacts from chronologically distinct periods might be vertically sorted within the deposit. Unfortunately, no additional features or temporally diagnostic artifacts were recovered from this horizon during Phase II investigations. Based on these findings, the Bevard Site is not recommended as eligible for listing in the NRHP under any criteria. No additional archeological work is recommended.

**Phase II Investigation of Site 18PR450 for the Proposed Maryland Route 202  
Dualization Project from South of Whitehouse Road to South of MD 193,  
Prince George's County, Maryland**  
*Archeological Report Number 127*

by

**Jeffrey H. Maymon and Donald J. Maher**  
*R. Christopher Goodwin & Associates, Inc.*

**ABSTRACT**

Phase II archeological site evaluation was conducted during June 1995 at Site 18PR450, a small multi-component prehistoric site located within the area of potential effects of the proposed westbound lane dualization of MD 202, Prince George's County, Maryland.

Site 18PR450 is an example of a multi-component short-term resource procurement site with occupations dating from the Late Archaic/Early Woodland and Late Woodland periods. A secondary focus of the prehistoric occupation at the site appears to have been production of tools from local materials and the maintenance of tools brought to the site. The presence of relatively few flake tools, bifaces, and fire-cracked rock at the site indicate that, although the use of the site was not transitory, the occupation was brief. Few of the artifacts and almost none of the diagnostic materials remained in their primary context; there was extensive disturbance to the site's upper strata. No features or substantive buried cultural horizons were identified. The prehistoric deposits at Site 18PR450 do not retain sufficient integrity, nor do they possess significant research potential, as defined by the National Register of Historic Places Criteria for Evaluation. No further work is recommended at Site 18PR450.

**INTRODUCTION**

This report presents the results of Phase II archeological evaluations of Site 18PR450, located near Largo, in Prince George's County, Maryland. The project will directly impact four sites located north of the existing highway (Lothrop 1995). Three of these sites (18PR451, 18PR452, and 18PR453) are located on hill slopes and uplands overlooking Western Branch. Phase II evaluation of the fourth site, 18PR450, was recommended and is the subject of these investigations.

Site 18PR450 is located in north-central Prince George's County, within the interior portions of the Maryland Coastal Plain physiographic province. Site 18PR450 is an approximately .05 ha (.11 acre) prehistoric site located on an alluvial terrace near the Western Branch, a tributary of the Patuxent River. Situated approximately 16 km (10 miles) east of the Fall Line it is about 75 km (47 miles) upriver from the Chesapeake Bay, within Maryland Archeological Research Unit 8. Collington series soils cover the

entire site (Kirby et al. 1967); these gently sloping, well drained soils are moderately to highly acidic.

The proposed project from South of Whitehouse Road to South of MD 193 will impact 100 percent of the site area. R. Christopher Goodwin & Associates, Inc., undertook the Phase II archeological investigations during May 1995. Christopher R. Polglase, served as Principal Investigator, assisted by Jeffrey H. Maymon, and Donald J. Maher.

Phase I archeological survey (Lothrop 1995) characterized Site 18PR450 as a prehistoric lithic processing/extraction site with no temporal association. A substantial amount of apparently non-local fine-grained "meta-sedimentary" debitage was recovered during the Phase I survey. The distribution of artifacts indicated that the site occupied a discrete area approximately 20 x 27 m (66 x 89 ft.), within an A horizon on a low terrace adjacent to Western Branch.



**Figure 21.** Project vicinity on 7.5' USGS (1965) *Upper Marlboro, MD* and (1965) *Lanham, MD* topographic quadrangles.

During the Phase IB archeological survey (Lothrop 1995) undertaken by GAI Consultants, Inc., shovel tests were placed in two parallel transects at 20 m (66 ft.) intervals north of the existing roadway. A total of five retests were placed in a cruciform pattern around the single positive shovel test. Four of these tests were positive. One 1 x 1 (3 x 3 ft.) test unit was placed in the center of the site to examine the prehistoric cultural deposits in a more controlled fashion. A total of 192 artifacts was recovered during the Phase IB investigations, including 162 pieces of debitage, 3 unifacial flake tools, 15 cores, and 6 pieces of fire-cracked rock.

## FIELD METHODS AND RESULTS

Phase II field methods included 33 additional 40 cm (15 in.) shovel test pits that were excavated by hand to a depth of 50 cm (20 in.), or 20 cm (8 in.) into sterile subsoil, whichever was reached first. Six 1 x 1 m (3 x 3 ft.) test units were also excavated. The supplementary shovel tests, placed on a 5 m (16 ft.) grid, provided additional data with which to delineate the boundaries of the site and characterize the possible artifact concentrations identified during the Phase I study. The test unit locations were based on the results of the combined Phase IB and Phase II shovel testing program. They provided detailed information regarding the stratigraphic integrity and character of cultural deposits.

Two of the test units were joined to provide a larger exposure within the portion of the site that contained the greatest concentration of artifacts and fire-cracked rock. A total of 1,116 prehistoric artifacts was recovered during the Phase II testing. This included 942 pieces of debitage, 20 cores, 12 bifaces and biface fragments, 10 flake tools, 114 pieces of fire-cracked rock, and 15 ceramic fragments. Much of the lithic reduction activity at Site 18PR450 was related to late-stage tool production and maintenance of tools of sandy chert, rhyolite, ironstone, chert and jasper. Cortical debitage and the presence of cores evidence primary and secondary reduction of quartz and quartzite. Diagnostic materials included two Piscataway/Rossville, one Halifax, two Poplar Island, and one Potomac points; as well as, eleven fragments of relatively thin, crushed quartz-tempered ceramics similar to Potomac Creek Plain and four Potomac Creek Cord-Imprinted sherds.



**Figure 22.** Bifaces recovered from Site 18PR450.

## CONCLUSIONS AND RECOMMENDATIONS

Although Site 18PR450 was not plowed, the upper strata have undergone extensive historic disturbance. With the absence of stratified cultural remains, features, and discrete activity loci, Site 18PR450 lacks significant data pertaining to local or regional themes, as defined by the Maryland State Plan. Further excavation is likely to produce only data redundant with that already available from these excavations. Therefore, Site 18PR450 does not possess significant research potential or the qualities of significance defined by the National Register of Historic Places Criteria for Evaluation, and does not appear to be eligible for listing in the National Register of Historic Places. No further archeological investigations are recommended or warranted.

**Phase II Archeological Evaluation of the Clark Branch Button Site, 18AN964  
BWI Hiker-Biker Trail Section 3, BWI Overlook to the BWI Amtrak Station  
Anne Arundel County, Maryland  
*Archeological Report Number 128***

by

**Bruce Sterling, George Miller, and Stephen Tull**  
*Greiner, Inc.*

**ABSTRACT**

The State Highway Administration (SHA) is proposing to construct Section 3 of the BWI Hiker-Biker Trail, located just south and west of Baltimore/Washington International Airport (BWI Airport). The Phase I archeological survey of the proposed trail conducted by Greiner, Inc., identified two archeological sites, 18AN964 and 18AN965, that may be potentially eligible for listing in the State and National Registers of Historic Places. Phase II evaluations of Site 18AN964, the Clark Branch Button Site, and 18AN965, the BWI #5 Site, were recommended by Greiner, Inc., and the SHA. Both sites would be affected by the proposed trail. The Maryland Historical Trust (MHT) concurred on the need for Phase II work. SHA contracted with Greiner, Inc., to conduct the Phase II evaluations. This report presents the results of the Phase II efforts at 18AN964, the Clark Branch Button Site.

Phase II fieldwork demonstrated that Site 18AN964 was a buried shell road dating to the early twentieth century. The presence of a shell road in this location was confirmed through interviews of local informants. This road was a remnant of an earlier Dorsey Road (MD 176). The shell within the road predominately consisted of waste from shell button manufacturing. However, no domestic site or shell button manufacturing site was found in association with the shell road deposit. Further, it was not possible to determine the source of the shell button wasters, based on historical research.

The shell within the site was not associated with a domestic historic occupation nor was the deposit directly linked with a known shell button manufacturing facility. Historical research showed that the site was not associated with any significant local events or individuals, and represented a common transportation feature of the region during the early twentieth century. Further, the site does not have the potential to yield any additional information beyond that already collected during the Phase II investigation. Therefore Site 18AN964 is not recommended as eligible for listing in the State or National Registers under any criteria, and no additional work should be required on this site.

**INTRODUCTION**

The Phase I archeological survey (Sterling et al. 1995) of the proposed Hiker-Biker Trail, situated between the Airport security fence, Dorsey Road (MD 176) and MD 170 was conducted by Greiner, Inc., in January and February of 1995. During the Phase I investigation, two previously unidentified archeological sites

(18AN964 and 18AN965) were located. Site 18AN964, the Clark Branch Button Site, consisted of a dense concentration of almost solid shell, including unfinished buttons. Although the drilled shells or button blanks could not be dated, historic research suggested the manufacture of these buttons was common from the mid-1890s to before World War II. (Claasen 1994). The only dateable artifacts that were

found with the shell feature were bottleglass made between ca. 1880 and ca. 1917. Given its small size, the shell button feature was interpreted as waste rather than a manufacture location.

Since both sites would be affected by the proposed trail, Phase II evaluations of Site 18AN964, the Clark Branch Button Site, and 18AN965, the BWI #5 Site, were recommended to determine if the site is eligible for listing in the National Register of Historic Places (NRHP). Greiner, Inc., conducted Phase II investigations for the Clark Branch Button Site from April 20, 1995 to April 21, 1995 and from May 3, 1995 to May 11, 1995. The Principal Investigator was Stephen Tull, and Bruce Sterling was Field Supervisor.

The Clark Branch Button Site is located in the Coastal Plain physiographic province of Maryland's Western Shore, adjacent to Clark Branch (Wetland 1), which drains into Stoney Run. The project area is at an elevation of 37 m (120 ft.) along a low sloping bottom land within the otherwise broad moderately rolling upland tracts characterizing the southern portion of the BWI Airport area. Galetown loamy sand and Evesboro loamy sand cover the site.



**Figure 23.** Project vicinity on 7.5' USGS (1957) Relay, MD topographic quadrangle.

## FIELD METHODS AND RESULTS

Phase II testing of 18AN964 was conducted in two parts. First, a 100 x 120 m (330 x 394 ft.) gridded

shovel test survey was conducted north of the BWI Airport security fence, both north and south of Clark Branch. A total of 38 shovel tests was excavated, 27 of which were placed at 20 m (66 ft.) intervals, and 11 supplemental tests were excavated at 10 m (33 ft.) intervals. The shovel test survey was conducted to further define the limits of the cut shell feature and to identify any structural or other components of the site.

The second part of Phase II testing consisted of excavating three, 4 to 5 m (13 to 16 ft.) long test trenches placed across the shell feature. The first trench, placed within the SHA Hiker/Biker Trail right-of-way, consisted of three 1 x 1 m (3 x 3 ft.) test units connected by three 1 x .5 m (3 x 1.5 ft.) test units. All of the shell from the feature was collected, sorted and weighed in the field from two of the 1 m (3 ft.) test units. Only soils from the shell feature were screened and they were screened within the 1 x .5 m (3 x 1.5 ft.) test units. Most of the shell was discarded in Trench 1, though a sample was retained for further analysis. Materials such as coal and slag were also noted and then discarded. The remaining two trenches were placed within the BWI Airport property; and each consisted of up to five 1 x .5 m (3 x 1.5 ft.) test units. From these units only the shell feature fill was screened. However, all shell was collected, sorted and weighed from one of the 1 x .5 m (3 x 1.5 ft.) test units located within Trench 3.

Shovel tests excavated in the woods to the north of Clark Branch identified a concentration of late nineteenth to early twentieth century material within the plowzone. The historic concentration, composed primarily of ceramics and bottle glass, appears to be a secondary deposit of trash not directly associated with a domestic site or the shell button feature.

Six shovel test units were excavated south of Clark Branch, five of which encountered the cut shell feature. These tests indicated that the shell feature was a linear deposit, which measured approximately 5 x 60 m (16 x 197 ft.) paralleling, and a few meters above, the present cut for Clark Branch.

The shell feature was identified in the trench as a thin compact shell surface composed of both large whole oyster, cut mussel and compact crushed to powdered shell. The shell feature in Trench 1 varied in thickness from 10 to 28 cm (4 to 11 in.). As in the initial shovel tests, the feature was located at 10 to 25 cm (4 to 10 in.) below the surface at the interface between the colluvial overburden and the culturally sterile alluvial subsoil. Two depressed areas of compact crushed shell were located at the south and north ends of the feature

in Trench 1. These two depressions in the feature were located 1.75 m (6 ft.) apart.

Trench 2 was placed in an area of the site containing back dirt piles from dredging of Clark Branch. The excavation of Trench 2 in this area was conducted to determine whether there was any relationship between the dredging of Clark Branch and the shell feature. The portion of the shell feature exposed in Trench 2 consisted of only truncated, partial remnants of the feature, measuring approximately 2.5 m (8 ft.). The remnants of the feature consisted of small pockets of compacted shell and a light scatter of loose shell at the interface between the topsoil and the alluvial substratum indicating a disturbance in this area of the site.



**Figure 24.** Collection of cut shell from Trench 1.

The feature was intact and there was a lens of coal slag and cinders overlying the southern two thirds of the feature. Two compacted crushed shell depressions, similar to those found in Trench 1, were identified within Trench 3. Unlike the depressions identified in Trench 1, those in Trench 3 did not extend into the subsoil.

Based on the linear nature of the feature, the thin compactness of the shell fill, and the consistency of the feature's width between Trench 1 and Trench 3, it was evident that the feature was indeed a shell road. Further indications that the feature was a road were the parallel compact shell depressions within Trenches 1 and 3. These indentations were probably tire ruts. The shell road is most likely a remnant of the road recalled by Ms. Isabel Cunningham (1995) and referred to as "New Dorsey Road," dating to at least the 1920s. Based on the amount of sand fill overlying the disturbed, truncated remnant of the shell road evident in Trench 2, it is likely that Clark Branch was dredged after the

abandonment of the shell road. Furthermore, the disturbance to the road here was probably the result of the dredging of Clark Branch.

After the completion of the trench excavations, an additional six unscreened shovel test probes were placed to the east and west of the site area in an attempt to further trace the path of the road. A shovel test to the east of Trench 1 indicated that the road crossed under the present Dorsey Road. Tests to the west indicated that the road had probably been destroyed, possibly by earthmoving associated with the dredging of Clark Branch, and activities within BWI Airport. Aside from the shell scattered on the ground surface, there was a light scatter of crushed shell mixed in with the topsoil in a few tests in the area west of Trench 3. This light scatter of shell was probably the result of the aforementioned earthmoving.



**Figure 25.** West wall profile, Trench 3 with lense of coal ash and cinder overlying shell feature.

## CONCLUSIONS AND RECOMMENDATIONS

The results of this work indicated that the shell feature was a thin road surface composed of both freshwater mussels cut for buttons and uncut marine oyster shell.

Based on the artifacts recovered in association with the shell road fill and historic research, the road was in use into the 1920s. The shell was composed of various species of interior fresh water riverine mussels, which were not indigenous to the area. The additional shovel testing in the area north of Clark Branch and the shell road indicated that there was no historic domestic site or any additional historic features located in the vicinity of the shell road.

The shell road was not directly associated with local shell button manufacturing, nor was there any clear linkage between the cut shell within the roadbed and local historic occupations. Therefore, the site does not have potential to yield any additional important information in local or regional history, beyond what has already been collected during the Phase II archeological investigation. Therefore, Site 18AN964 is not recommended as eligible for listing in the State or National Registers of Historic Places. Further, no additional work is recommended on the Clark Branch Button Site.



**Phase IB Intensive Archeological Survey of MD Route 202 from  
South of Whitehouse Road to South of MD Route 193,  
Prince George's County Maryland**

*Archeological Report Number 133*

by

**Jonathan C. Lothrop**  
*GAI Consultants, Inc.*

**ABSTRACT**

GAI Consultants, Inc. (GAI), conducted a Phase IB intensive archeological survey of MD 202, Prince Georges County, Maryland. The MD 202 Dualization Project will involve the addition of northbound lanes from South of Whitehouse Road to South of MD 193. Total length of the project corridor is 2.13 km (1.33 miles or 7,049 ft.). Background research and reconnaissance of the project corridor indicated that a 457 m (1,500 ft.) section of the corridor extending east from the Western Branch was sensitive for unrecorded prehistoric archeological sites. In addition, a more restricted 213 m (700 ft.) portion of the project corridor at the intersection with MD 193 was judged to be sensitive for historic archeological remains. During the subsurface survey, GAI archeologists conducted shovel testing and test unit excavation in these high potential zones, as well as testing 20 percent of the low potential areas of the project corridor. This work resulted in the identification of four prehistoric sites (18PR450, 18PR451, 18PR452, and 18PR453), and two prehistoric isolated finds (18PRX141/FS1 and 18PRX141/FS2) within the project area. All of the sites were discovered within the 457 m (1,500 ft.) section of the project corridor that had been previously designated as having a high potential for prehistoric sites. Prehistoric Site 18PR450 is situated on a low terrace immediately east of Western Branch, while the remaining prehistoric sites (18PR451, 18PR452, and 18PR453) are located further east on hill slopes and uplands overlooking the Western Branch. All four of these sites produced stone artifacts variously consisting of bifaces, unifaces, cores, debitage, and fire-cracked rock. Site 18PR453 produced a Piscataway point and a possible Holmes point, indicating Early Woodland and Late Archaic occupations, respectively, at this location.

Based on the characteristics of the four prehistoric sites identified and the contexts of their archeological materials, it is concluded that one of these sites, 18PR450, has the potential to meet the eligibility criteria for the National Register of Historic Places. Proposed dualization of MD 202 will result in direct impacts to all four of the prehistoric sites and both of the prehistoric isolated finds identified in this study. Because of the potential significance of Site 18PR450, GAI recommends avoidance of this site through project redesign. If avoidance is not possible, GAI recommends that Phase II investigation of Site 18PR450 be conducted to evaluate its National Register eligibility. Phase II studies will determine whether anticipated project impacts to this site will constitute an adverse effect and whether mitigation of these impacts will be necessary.



## INTRODUCTION

GAI conducted the Phase IB investigation from August 30, 1994 to September 19, 1994. Jonathan Lothrop acted as principal investigator assisted by Grace Henning, Ron Feinen, Jean Feinen, Edward Miller, Michael Lavender, Michael Stroschneider, and Heather Pazak. Phase IB studies included background research, pedestrian reconnaissance of the project area, subsurface survey (consisting of systematic excavation of shovel test pits and field geomorphological studies), and the excavation of one test unit.



**Figure 26.** Project vicinity on 7.5' USGS (1965) on *Upper Marlboro, MD* and (1965) *Lanham, MD* topographic quadrangles.

The project corridor is located approximately 8 km (5 miles) west of the Patuxent River, in southern Prince Georges County, within the Western Shore Division of the Coastal Plain physiographic province (Maryland Archeological Research Unit 8), and the Riverine Patuxent drainage. Topography in the project area varies from nearly level to gently rolling terrain. Soil characteristics in the project area correspond with the elevation. Bibb silt loam is found in lower sections of the western corridor east and west of Western Branch. Shrewsbury silt loam is mapped near the middle section of the project corridor in a wooded area. Adelphia is the most common soil type found across the project corridor. All other portions of the project area contain soil

types that are characterized as either well drained or moderately well drained.



**Figure 27.** Western terminus of project corridor.

## FIELD METHODS

One hundred and three shovel tests were systematically excavated within the project corridor north of MD 202. Shovel test pits were placed at 20 m (66 ft.) intervals along parallel transects, spaced 20 m (66 ft.) apart, within an area considered the high potential zone, as well as the 20 percent sample of the low potential zone. At locations of artifact recovery, 52 additional shovel tests were excavated as radials, to evaluate the cultural status of the remains, and to delineate artifact distributions. Typically, shovel test radials were excavated at distances of 10 m (33 ft.). Shovel tests, measuring 40 cm (16 in.) in diameter, were excavated following natural stratigraphy until culturally sterile subsoils were encountered. Finally, a 1 x 1 m (3 x 3 ft.) test unit was excavated on the low terrace east of Western Branch to sample in more controlled fashion, the prehistoric cultural deposits identified by shovel testing designated Site 18PR450.

## RESULTS

This work resulted in the identification of four prehistoric sites, designated as 18PR450, 18PR451, 18PR452, and 18PR453. All of these sites were discovered in the 457 m (1,500 ft.) zone of high potential for prehistoric sites, east of Western Branch. In addition to these prehistoric sites, single isolated prehistoric artifacts were recorded at two locations within this same high potential zone. Because of the lack of additional artifact finds in surrounding radial shovel tests, these artifact find spots are not considered to be prehistoric sites, but rather isolates;

they have been designated (18PRX141/FS1) and (18PRX141/FS2).

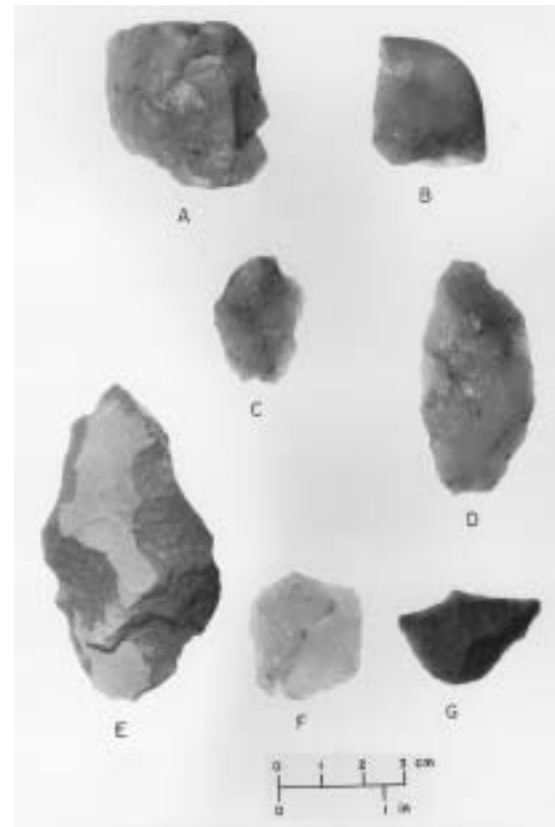
#### *Site 18PR450*

Site 18PR450 was first identified based on prehistoric artifacts recovered in a shovel test. Subsequent excavation of radial shovel tests indicated site dimensions of approximately 25 x 20 m (82 x 65 ft.). The site lies entirely within the limits of construction, but might have originally been somewhat larger since the southern margin of the site appears to have been truncated by the construction of the existing alignment of MD 202. Following the identification of Site 18PR450, archeologists excavated a single 1 x 1 m (3 x 3 ft.) test unit in an effort to clarify the stratigraphic context at this location; and to determine if prehistoric artifacts were present in the lower portions of the soil profile that were difficult to access by shovel testing. The southern half of the unit was excavated to a depth of 64 cm (25 in.); where as in the northern half, the unit was extended down to a basal depth of 98 cm (39 in.).

Artifacts were most common in the disturbed or partially disturbed upper two layers of the profile, but were also present in the intact underlying soils. The uppermost stratum is interpreted as representing a twentieth-century fill deposit that included redeposited prehistoric artifacts. The lower levels represent a developed soil sequence that has formed in alluvial deposits, between 2,000 and 8,000 years before present. The variety of artifact classes recovered during testing of the site indicated a range of activities by prehistoric inhabitants. These activities included projectile point manufacture, primary core reduction, and processing activities. The intact deposits have the potential to contribute important information relating to prehistoric settlement and technology themes for the Western Shore Region. On this basis, site 18PR450 is considered potentially eligible to the National Register of Historic Places.

#### *Site 18PR451*

Site 18PR451 consists of a low density lithic scatter located within the limit of construction. Shovel testing recovered only five waste flakes (rhyolite and quartz). The age of this small prehistoric occupation remains indeterminate. Because of its disturbed context, the lack of diagnostic artifacts, and the restricted range of artifact classes that appear to be present, the site is unlikely to yield additional data beyond that already recovered. This site does not meet criteria for eligibility to the National Register.

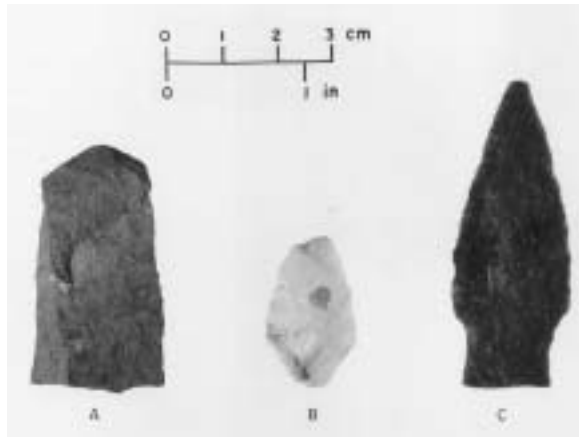


**Figure 28.** Lithics from Site 18PR450:  
a.) bipolar core, quartz;  
b.) freehand core, quartz;  
c.) utilized flake, quartz;  
d.) retouched flake, quartz;  
e.) middle stage biface, ironstone;  
f.) middle stage biface fragment, quartz;  
g.) indeterminate biface fragment, quartzite.

#### *Site 18PR452*

Site 18PR452 is a lithic scatter that measures approximately 10 x 25 m (33 x 82 ft.). Shovel testing recovered 19 artifacts, including a unifacially retouched flake, two fire cracked rocks, and 16 waste flakes (chert, rhyolite, quartz, and quartzite). In the absence of diagnostic artifacts, the age of the site is unknown, but the site maintains integrity as an archeological resource possessing a limited range of artifact classes. It is unlikely that further investigations at this location would produce additional data that could contribute to research

issues. This site does not meet the criteria for National Register eligibility.



**Figure 29.** Lithics from Sites 18PR452 and 18PR453: **a)** retouched flake, rhyolite; **b)** Piscataway point, quartz; **c)** Holmes point, quartzite.

#### *Site 18PR453*

Site 18PR453 is also a low density lithic scatter measuring approximately 10 x 25 m (33 x 82 ft.). Shovel testing recovered an Early Woodland Piscataway point, a Late Archaic projectile point tentatively classified as a Holmes point, and two quartz waste flakes. Given the small size of the site and the limited amount of materials recovered, this site likely represents small-group, short-term visits to this location during the Late Archaic and Early Woodland periods. There was no indication that the site has been subjected to historic or modern disturbance such as plowing, and thus has integrity as an archeological resource. However, the recovery of

the two diagnostic projectile points from the same soil horizon deposit, within a few meters of each other, suggests that the remains of components at this site cannot be segregated either horizontally or stratigraphically. Without the ability to isolate chronologically distinct assemblages, the potential of the site to yield additional important information regarding the specific aspects of either prehistoric component is greatly limited. The site, therefore, does not appear to be potentially eligible to the National Register.

### **RECOMMENDATIONS**

All four of the prehistoric sites identified in the project corridor will be subject to direct impacts from proposed construction activities. Site 18PR450, however, was the only site determined to have the potential to contribute important information relating to prehistoric settlement and technology themes for the Western Shore Region and be considered potentially eligible to the National Register of Historic. Sites 18PR451, 18PR452, and 18PR453 do not appear to meet eligibility criteria.

Because of the potential significance of Site 18PR450 and anticipated project impacts under current design plans, GAI recommends that SHA consider avoidance of this archeological site. Should avoidance through project redesign prove impractical, GAI recommends that additional archeological studies be conducted in the form of Phase II testing at this site, to fully evaluate its significance and National Register eligibility under Criterion D.

**Phase IB Intensive Archeological Survey of the Proposed Nash Property Access Road,  
Prince George's County, Maryland**  
*Archeological Report Number 134*

by

**Stuart J. Fiedel and Dana B. Heck**  
*John Milner Associates, Inc.*

**ABSTRACT**

John Milner Associates, Inc. (JMA), conducted a Phase IB intensive archeological survey of the proposed Nash Property Access Road, at the southeastern border of Bowie, where access has been limited by previous improvements to US 50 and MD 3. Phase I archeological investigations resulted in the identification of a multi-component prehistoric archeological site (18PR464) on a small plateau, measuring about 240 square meters (2,592 square feet).

A shell and sand tempered, cordmarked rim sherd (Townsend Corded Horizontal or Potomac Creek) indicates occupation in the Late Woodland, ca. AD 1350-1600. A quartz Rossville point dates from ca. 500 BC-AD 300. A well-made unifacial jasper end and side scraper is possibly Paleo Indian, but may alternatively be attributable to Brewerton (ca. 3000-2000 BC) or Middle to Late Woodland (AD 300-1600) occupations. Artifacts occurred between the surface and ca. 40 cm (16 in.). Because of the density and diversity of cultural material, and the lack of evidence of plow disturbance, further investigation of the site is recommended, if it cannot be avoided.

**INTRODUCTION**

The Maryland State Highway Administration (SHA) is proposing to construct an entrance road to restore access to the Nash Property. The proposed entrance road will provide access from existing Belair Drive, opposite the southbound exit entrance ramp of MD 3. JMA was contracted to conduct a Phase IB archeological survey of the 4.4 ha (11 acre) area encompassing alternative paths for the proposed entrance road. The JMA project team included Charles D. Cheek, Ph.D., Project Manager; and Stuart J. Fiedel, Ph.D., Principal Archeologist; assisted by Dana B. Heck and three field technicians. Background research began on May 22, and a preliminary reconnaissance of the project area was conducted on May 25, 1995. The Phase IB shovel testing was conducted on June 14 to 15, 1995. Supplemental field investigations took place on July 13 and 19, 1995.



**Figure 30.** Project vicinity on 7.5' USGS (1957) Bowie, MD topographic quadrangle.

The project area is located within the Western Shore division of the Coastal Plain physiographic province in the riverine Patuxent drainage (Maryland Archeological Research Unit 8). The project area, encompassing the floodplains and terraces of two unnamed, steep banked, convergent streams, is situated approximately one mile west of the Patuxent River and southeast of Bowie in Prince George's County. Soils within the project area, which formed in this glauconitic sand, locally called "greensand," belong to the Collington-Adelphia-Monmouth soil association (Kirby et al. 1967:8). These upland soils are deep, nearly level to strongly sloping, and well drained to moderately well drained (Kirby et al. 1967:6).

### FIELD METHODS AND RESULTS

The project area was divided into areas of high, low, and no sensitivity, based on landform, distance from water, and other criteria, as determined by background research. In areas defined as possessing high sensitivity for prehistoric occupation, shovel tests pits, measuring approximately 40 to 50 cm (16 to 20 in.) in diameter, were excavated at 20 m (66 ft.) intervals. A 20 percent area sample of low sensitivity areas (poorly drained and steep areas) was tested with shovel test pits also excavated at 20 m (66 ft.) intervals. At locations where archeological materials were encountered, the research plan anticipated that additional shovel test pits would be excavated at 10 m (33 ft.) intervals, surrounding the find in cardinal directions. A total of 69 shovel test pits were excavated in the initial investigation; most of these were arrayed in staggered rows along 10 linear transects.

The initial series of shovel test pits in the project area yielded no evidence of prehistoric occupations. To clarify the deeper stratigraphy of the project area, and ensure that shovel test pits had not missed deeply buried cultural deposits, a supplemental investigation was undertaken on July 13, 1995. This entailed auger probes to a depth of ca. 70 cm (28 in.), and trowel scraping and examination of steep cut banks at the edges of streams.

Trowel scraping of the edge of a gully exposed several small quartz flakes that appeared to be man made. Continued scraping yielded a cord impressed ceramic rim sherd, additional flakes, and a probable preform tip made of yellowish quartz. Subsequent examination of the surface along the edges of the small, steep sided plateau resulted in recovery of a very small, bladelet like, grey chert flake, several more quartz flakes, and another, smaller sherd.



**Figure 31.** Small plateau showing gully.

The larger sherd is decorated on the exterior with impressions of a cord wrapped dowel. Such rim decoration is typical of Potomac Creek Cord Impressed pottery (see Stevenson and Ferguson 1963: Plates XV-XVIII). However, this sherd is tempered both with a very fine sand, containing mica, like Moyaone Cord Impressed (Stevenson and Ferguson 1963:122), and with shell (which has leached out, but left small ovoid holes). The smaller sherd is cord marked on the exterior. Its temper also includes fine micaceous sand, but it lacks any evidence of shell. Potomac Creek pottery is typically quartz tempered, so on the basis of temper, the rim sherd is anomalous for that type. On the other hand, it could be assigned to the coeval (ca. AD 1350-1600) Townsend Corded Horizontal type (Steponaitis 1980: Plate 6), but the latter type is always shell tempered. In any case, the chronological implications of this sherd are clear; the site was occupied around AD 1350 - 1600.



**Figure 32.** Small plateau containing Site 18PR464.

In order to establish the boundaries and integrity of the site on the small plateau, additional shovel test excavations were conducted on July 19, 1995. Ten of these tests produced artifacts and/or probable fire cracked rock. The quantity of artifacts (Rossville point, flakes, shatter, and sherds) found in each test ranged from 1 to 17. Solitary fragments of a brick, a window glass, and a ceramic sherd identified as Staffordshire slipware, dating from the eighteenth or early nineteenth century, are the only traces of an historic presence on the site.

Based on the assessment of the quantity and diversity of artifacts from each test, a 50 x 100 cm (20 x 39 in.) unit was placed 10 cm from one of the shovel test pits. This unit was designed to obtain a larger artifact sample and to provide better control of the site's stratigraphy. The entire unit was excavated to 55 cm (22 in.), and a probe in the center went to 75 cm (30 in.). No soil change was observed, and no artifacts were found below 45 cm (18 in.). The assemblage included a pinkish quartz point tip, more flakes, a sherd, a quartz preform, and shattered cobble or fire cracked rock. Also recovered was a well-made unifacial jasper end and side-scraper. The scraper found is suspected to belong to a Paleo Indian assemblage, or is derived from a Brewerton assemblage (ca. 3000-2000 BC). However, in view of the presence of Late Woodland ceramics on the site, and the known use of jasper during the Middle and Late Woodland in Delmarva (Custer 1984:161), a Woodland ascription is not precluded. The quartz Rossville point found dates from ca. 500 BC-AD 300. It demonstrates that occupations of more than one period are present at the site. Multiple Woodland occupations are also indicated by variability in the 19 ceramic sherds recovered; at least four different wares are present. The limited evidence suggests that the Nash Site may be a seasonally occupied microband (one or two family) base camp, rather than a task oriented transient work site.

## SUMMARY AND RECOMMENDATIONS

Shovel tests, inspection of stream banks, and documentary evidence indicate that most of the project area contains no significant prehistoric or historic sites. However, there is a multi-component prehistoric site, designated as 18PR464, on the small triangular plateau. Diagnostic artifacts provide definite indications of Late Woodland (Townsend, Moyaone, and Albemarle like pottery) and Early to Middle Woodland (Rossville point) occupation.



**Figure 33.** Diagnostic artifacts.

A jasper scraper suggests Late Archaic or possibly Paleo Indian occupation. At the present stage of investigation, there are already 19 sherds from the Nash site, so that it promises to yield a ceramic sample that will be regionally significant. At present four different wares seem to be represented in the collection. This diversity may provide insights into regional settlement patterns and cultural affiliations during the Late Woodland period. Although the Staffordshire sherd indicates some use of the locality in the eighteenth century, it appears unlikely that the site has been plowed repeatedly, as there is no distinct plowzone. Small, well preserved prehistoric sites such as this one are under represented in the regional database for the Western Shore (Luckenbach and Clark 1982:81). Further, the presence of a possible Paleo-Indian component is very rare, and requires further investigation. For these reasons, Site 18PR464 is potentially eligible for the National Register of Historic Places. If avoidance cannot be arranged, Phase II evaluation will be needed.



**Phase I Intensive Archeological Survey, Maryland Route 162  
at I-97 Partial Interchange, Anne Arundel County, Maryland**  
*Archeological Report Number 136*

by

**Hettie L. Ballweber**  
*ACS Consultants*

**ABSTRACT**

Summarized in this report are the results of a Phase I intensive archeological survey of rights-of-way associated with the proposed MD 162 at I-97 Partial Interchange, located in Anne Arundel County, Maryland. As a result of the survey, no prehistoric or historic cultural resources were identified. Although numerous historic artifacts dating from the late nineteenth through mid twentieth centuries were retrieved from the shovel test pits excavated across the project corridors, they were all confined to the plowzone layer, were greatly fragmented, and were chronologically mixed. These artifacts were interpreted as being deposited through the use of urban manure in agricultural fields or from trash dumped from local businesses and tossed from highways. Since this material is considered non-significant, no further work is recommended for the project.

**INTRODUCTION**

This Phase I intensive archeological survey of 4.5 ha (9 acres) of rights-of-way associated with the MD 162 at I-97 Partial Interchange, was conducted by ACS Consultants. The fieldwork stage of the project was conducted from July 14 through 21, 1995, by Hettie L. Ballweber and Robert Bodnar.

The proposed variable width of the rights-of-way under discussion include those undisturbed and not previously surveyed Ramps A and AA, and an access road. The proposed access road extends from these interchange components to the north to provide access to the existing Cromwell Business Park.

The project area lies within the Western Shore subdivision of the Coastal Plain physiographic province and is within the Council for Maryland Archeology Research Unit 7, and the Patapsco River drainage. The area lies within an essentially level, topographic upland which is located between two unnamed tributaries which empty into Sawmill Creek. Soils in the project area are primarily comprised of the Evesboro-Rumford-Sassafras association, which consists of gently sloping to moderately steep, excessively drained and well drained, sandy and loamy soils (Kirby and Matthews 1973).



**Figure 34.** Project vicinity on 7.5' USGS (1957) Relay, MD topographic quadrangle.

**FIELD METHODS**

The survey methodology involved background research and field reconnaissance. The field methodology consisted of a pedestrian survey of the entire project area and shovel testing at 20 m (66 ft.)

intervals across the majority of the project rights-of-way. In addition, limited shovel testing was conducted in areas previously surveyed but not tested by other researchers in related cultural resource projects.

The fieldwork portion of the project involved a pedestrian survey of the entire proposed project rights-of-way, including nearby areas which had been previously archeologically surveyed. Two areas (along MD 162) were randomly shovel tested, in an effort to ascertain whether or not the natural ground contours had been cut, filled, or otherwise altered. The project corridors were walked in parallel transects by the surveyors at 7.6 m (25 ft.) intervals to visually examine the entire rights-of-way and to identify survey stakes.

Within narrow corridors, ca. 15 m (50 ft.) wide or less, shovel test pits were excavated in a single line at 20 m (66 ft.) intervals. Within the wider corridors, ca. 15 to 30.5 m (50 to 100 ft.) wide or more, unless otherwise disturbed, two lines of shovel test pits were placed along each corridor. The shovel test pits measured 40 cm (16 in.) in diameter and extend through the "A" horizon/plowzone and at least 15 cm (6 in.) into the Pleistocene deposits, or to a maximum of 1 m (3.2 ft.) in depth.

## **SUMMARY AND RECOMMENDATIONS**

As a result of the Phase I intensive archeological survey of the elements associated with the proposed Maryland 162 at I-97 Partial Interchange, no prehistoric and/or historic archeological resources were identified. In general, although the project area was determined to have a moderate to high potential to contain cultural resources, that potential was negatively affected by the high degree of disturbances associated with the construction and/or relocation of two major thoroughfares, ancillary roads, and a business park.

All of the historic artifacts recovered from across all of the project elements were scattered across the area (in no discernable concentrations), were confined to the "A" or plowzone horizon, and were greatly fragmented. In addition, the material chronologically dates from the nineteenth through twentieth centuries, making it impossible to relate the artifacts to a specific site. No further work is recommended for the project.



# **Phase I Archeological Survey of Stream Crossings on Muddy Bridge Branch Maryland Route 162 at I-97 Partial Interchange, Anne Arundel County, Maryland**

*Archeological Report Number 136 Supplement*

by

**Carol A. Ebright**

*Maryland State Highway Administration*

## **ABSTRACT**

Phase I archeological survey was conducted by the Maryland State Highway Administration (SHA) for the removal of one stream crossing on Muddy Bridge Branch at Hollins Ferry Road, and the construction of a New Crossing to the east. The New Crossing will become part of an access road to the future Cromwell Business Park. The access road will be constructed as part of the partial interchange at MD 162 and I-97; previously surveyed by Ballweber (1995). This report is a supplement to that investigation.

Shovel testing of the Hollins Ferry Road Crossing yielded a small number of secondarily deposited prehistoric artifacts assigned isolated find number 18ANX126. Historic artifacts recovered from the area of impact consist of road litter and nineteenth and twentieth century domestic artifacts, found mostly in fluvially derived sediments of the plowzone. Shovel testing of the New Crossing was conducted on the northern terrace of Muddy Bridge Branch. The southern terrace was heavily disturbed and had been previously examined (Gaber 1993). Eight shovel tests on the wooded north terrace yielded a variety of mixed nineteenth and twentieth century domestic artifacts from old plowzone and fluvially deposited contexts and two pieces of coal from gleyed subsoil. As no structures appear on nineteenth and early twentieth century historic maps of the project area, these artifacts are believed to result from field scatter and fertilizing practices on the Cromwell Farm. A series of depressions on the surface appear to be transplanting holes related to a mid-twentieth century pine plantation. No further work is recommended for the New Crossing.

## **INTRODUCTION**

In response to disturbance caused by the removal and construction of stream crossings during the stream restoration of Muddy Bridge Branch, SHA conducted a Phase I archeological survey. The discontinuous project areas, approximately .8 ha (2 acres) each, are located between Baltimore-Washington International (BWI) Airport and I-97. The present stream crossing on Hollins Ferry Road will be removed, and turnarounds will be constructed on the truncated portions of the road. A court-ordered crossing, hereafter referred to as the New Crossing, will be constructed about 304.8 m (1,000 ft.) to the east to provide access to the future Cromwell Business Park. The access road utilizing the New Crossing will be constructed as part of the MD 162 and I-97 partial

interchange project, surveyed by Ballweber (1995). This report is a supplement to that investigation. Carol A. Ebright served as Principal Investigator for these projects, assisted by Andrew M. Watt, and Jason Moser. Following a February 27, 1995 field visit, archeological fieldwork for the stream crossings was conducted on March 14 and 17, 1995 and the turnaround areas on September 7, 1995.

The project area is located on the Maryland Western Shore in the Coastal Plain physiographic province. It is encompassed by Maryland Archeological Research Unit 7, which includes the Coastal Plane portions of the Middle Chesapeake embayed drainages on the Western Shore. Muddy Bridge Branch originates in the uplands in the interior of BWI Airport, and flows eastward to join Sawmill Creek. The Muddy Bridge

Branch stream corridor itself is occupied by recent, poorly drained, Bibb silt loam that is subject to frequent flooding (Kirby and Matthews 1973).



**Figure 35.** Project vicinity on 7.5' USGS (1957) Relay, MD topographic quadrangle.

## FIELD METHODS

### *New Crossing*

The New Crossing project area consists of a right-of-way corridor averaging about 45.7 m (150 ft.) in width, which extends northward from the terminus of Airport Park Drive, across Muddy Bridge Branch and then curves westward. The right-of-way corridor is approximately 182.9 m (600 ft.) long. The survey parcel examined in this survey is approximately .85 ha (2.1 acres), although slightly less than .4 ha (1 acre) was actually shovel tested.

Eight shovel test pits were excavated at 20 m (65.6 ft.) intervals, in two transects, on each side of the center line. These tests yielded late nineteenth and early twentieth century historic artifacts in the topsoil—a former plowzone. Mixed, recent, fluvial deposits were also encountered closer to the stream, sometimes burying the old plowzone. The historic artifacts are likely to represent field scatter derived from fertilizing practices associated with the Cromwell Farm, shown on nineteenth century maps of Anne Arundel County (Martent 1860; Hopkins 1878). The assemblage does not have meaningful context and is not considered to represent an archeological site.

### *Hollins Ferry Road Crossing*

The project area for the Hollins Ferry Road Crossing consists of the zone, which will be disturbed by the removal of the existing Muddy Bridge Branch crossing and the construction of two turnarounds on Hollins Ferry Road north, and south of the stream. Slightly less than .8 ha (2 acres) are potentially subject to disturbance. SHA right-of-way in all four quadrants of the Hollins Ferry Road Crossing was tested for the stream crossing removal. Nine shovel test pits were excavated on the wooded terraces above the active flood plain, three north of the stream and six to the south. Thirteen additional shovel test pits were later excavated in proposed turnaround areas for the truncated portions of Hollins Ferry Road, which included the higher stream terraces south of Muddy Bridge Branch.

Historic artifacts were recovered in most shovel tests, but these artifacts were either redeposited in recent alluvium, consisted of road litter, or were found in the plowzone, and do not represent a coherent site. In addition to historic materials, One shovel test pit yielded two quartz flakes in recent alluvium, and one quartz biface in an underlying tan sand layer that was approximately 10 cm (3.9 in.) thick. The tan sand overlies sterile subsoil. Shovel test pits located higher on the terrace were laid in to determine if the prehistoric materials were redeposited from the immediate higher elevation; however, these tests yielded only historic materials, mostly road litter, in the plowzone.

## CONCLUSIONS AND RECOMMENDATIONS

Phase I survey in both project areas yielded numerous historic artifacts dating from the late nineteenth century through modern times. These were retrieved from recent alluvial contexts or from old plowzones, are not associated with any intact historic archeological site, and are mixed with recent materials. The earlier artifacts are expected to have been secondarily deposited as fertilizer; more recent artifacts consist mostly of road litter and other casually disposed trash. Bottle glass is particularly common in both areas. The prehistoric archeological materials found at the New Crossing are not considered significant due to lack of integrity, but we believe that protection of the terrace edge is warranted during construction.

Phase I archeological survey identified no intact, significant, archeological sites. No further work is recommended at either the New Crossing or the Hollins Ferry Road Crossing.

**Phase II Archeological Evaluation of the Nash Site (18PR464),  
Prince George's County, Maryland**  
*Archeological Report Number 139*

by

**Stuart J. Fiedel and Laura Galke**  
*John Milner Associates, Inc.*

**ABSTRACT**

The Nash Site (18PR464) is a small ca. 240 square meters (2,592 square ft.), multi-component, prehistoric site, located adjacent to a proposed access road to the Nash Property, near the intersection of Route 301 and Belair Drive, 1.6 km (1 mile) west of the Patuxent River and southeast of Bowie in northern Prince George's County. It is located within the Western Shore division of the Coastal Plain physiographic province in the riverine Patuxent drainage (Maryland Archeological Research Unit 8). John Milner Associates, Inc. (JMA), identified the site as a result of a previously conducted Phase IB survey.

Phase II excavations, undertaken to evaluate the site's National Register of Historic Places eligibility, yielded diagnostic artifacts of Late Archaic, Terminal Archaic, Early Woodland, possibly Middle Woodland I, and Late Woodland occupations. Finished tools--points, small scrapers, and drills--were represented in relatively large numbers, as compared to debitage. Ceramic sherds were much more numerous (relative to excavated area) than is typical at other recorded sites within the region. There is no evidence of plowing, and lateral disturbance seems minimal. However, a nineteenth-century road cut has destroyed much of the original core of the site, and roots and animals have caused extensive disturbance, so that vertical positions of artifacts have no chronological significance. Fire-cracked rock and a few small fragments of calcined bone show that hearths were present, but no intact features have been found, and the root disturbance makes it unlikely that any exist. Phase II excavation of 12 square meters (130 square ft.) has sampled about 10 percent of the site's remaining core area, and produced a good representative collection of the cultural materials likely to be found in the unexcavated portion. Because of the demonstrated vertical disturbance and mixing of temporally discrete prehistoric components, the information content of the site appears to be limited, and it is anticipated that additional investigation would yield only redundant data. Therefore, Site 18PR464 is considered not eligible for the National Register of Historic Places, and no further investigation is recommended.

**INTRODUCTION**

Phase IB investigations (Fiedel and Heck 1995) in the area of a proposed access road to the Nash Property, resulted in the discovery of a multi-component prehistoric site (18PR464) on a small bench overlooking an unnamed tributary of the Patuxent River. Among the artifacts recovered from 10 shovel tests and a 50 x 100 cm (20 x 39 in.) unit, excavated during the previous investigation, were a jasper

scraper, a Rossville point, Potomac Creek ware and other ceramic sherds (possibly Moyaone Plain, Rappahannock Fabric Impressed, and Albemarle wares), debitage, and fire-cracked rock (Fiedel and Heck 1995).

Later, that same summer (August 7 to 16, 1995) JMA, under contract to the Maryland State Highway Administration (SHA), conducted Phase II investigations. The JMA project team included

Charles D. Cheek, Project Manager, and Stuart J. Fiedel, Principal Archeologist, assisted by Laura Galke, and three field technicians. Three field technicians from SHA also participated in the excavations.



**Figure 36.** Project vicinity on 7.5' USGS (1957) *Bowie, MD* topographic quadrangle.

## FIELD METHODS AND RESULTS

Phase II units were positioned to pursue four research objectives: (1) to determine how far the site extended beyond the southernmost Phase I test, three additional shovel tests were excavated at the southern tip; (2) to verify that cultural material was restricted to the landform on the east side of the “gully” that borders the site on the west, shovel tests were excavated on the west bank of this divide. However, the discovery of prehistoric artifacts in two of these tests led to excavation of a 1 m (3 ft.) square on the west bank, and also required additional shovel testing to define the site’s boundary in this area; (3) to sample artifact densities and stratigraphic variation across the site, five 1 m (3 ft.) squares were located at dispersed locations on the small plateau; (4) recovery of small numbers of artifacts in two units, suggested that the other three units contained the most dense concentration of artifacts and fire-cracked rock. Therefore, five additional 1 m (3 ft.) square units, and a 50 x 100 cm (20 x 39 in.) unit were excavated there, on the assumption that this part of the site was most likely to contain features and intact stratigraphic sequences.

When geomorphological testing resulted in unanticipated discovery of a Bare Island point in an auger hole, a 50 x 100 cm (20 x 39 in.) unit was excavated to ascertain whether this point was an isolated find, as suspected.

The 1 m (3 ft.) units were excavated according to natural levels. Where the natural stratigraphic units exceeded 10 cm (4 in.) in thickness, arbitrary subdivisions were made. To achieve finer stratigraphic control, one of the units was excavated in 5 cm (2 in.) levels. Excavation of each unit was terminated when 10 cm (4 in.) of culturally sterile soil, of presumed Pleistocene origin, had been removed.

After extensive exposure and observation of stratigraphic profiles across the site and on its perimeter, it appears that the site has not been plowed. Despite the lack of plowing, diagnostic artifacts did not occur in their expected chronostratigraphic relationship.

Judging from the artifact yields of excavated units and shovel tests, the core of the site probably comprises approximately 90 square meters (972 square ft.). Combined Phase I and Phase II excavations sampled approximately 10 percent of the core area. The actual artifact totals from Phase II units are 147 sherds, 655 pieces of debitage, 7 points (plus 3 from Phase I, shovel tests, and auger testing), 10 scrapers, and 2 drills; 249 pieces of fire-cracked rock were also collected.

The earliest demonstrable occupation of 18PR464 occurred during the Late Archaic, as indicated by the recovery of a Vernon point. Although radiocarbon dates are lacking, the Vernon type is believed to date between ca. 3000 and 2000 BC (Steponaitis 1980:14). Its use may have continued into the Early Woodland (Ebright 1992:38); associations with Selden Island ceramics in the Potomac drainage have been reported (Mouer 1991:34,52).

No points or ceramics that could be assigned to Middle Woodland II (AD 200 to 900) were recovered from 18PR464. Given the small size of the total sample, it is not certain that this absence is significant. Nevertheless, it is curious at least that diagnostic points form a continuous sequence from 2500 BC to AD 200, followed by the Middle Woodland gap, and then the centuries from AD 900 to 1600 are well-attested by lithic and ceramic diagnostics. This is particularly noteworthy in contrast to the regional context, because Selby Bay points outnumber Late Woodland triangles in the collections studied by Steponaitis (1980).

At 18PR464, three Late Woodland triangles were found. Two of them can be classified as Levanna points (Ritchie 1971); the third is atypically narrow, and might be better attributed to the Madison type. All can be dated to between AD 800 and 1600. Potomac Creek, Rappahannock Incised (horizontal motif), and Townsend Corded Horizontal ceramic sherds indicate occupation between AD 1250 and 1600.

A striking feature of the assemblage from 18PR464 is the number and diversity of formal tools, in contrast to the relatively small quantity of debitage. One of the drills, appears to be made of weathered argillite the other, larger drill, is made of rhyolite. Ritchie (1965:100) interpreted such drills simply as multipurpose tools. The bases of the drills from the Nash Site are non-diagnostic with respect to cultural/temporal affiliation, but they appear most similar to illustrated specimens found in Late Archaic, Terminal Archaic and Early Woodland contexts (e.g., Ritchie 1965:72, 94, 113, 181; Kinsey 1972:208, 79, 93). Including both Phase I and II samples, 167 ceramic sherds were found at 18PR464. These include 104 quartz-tempered, 42 sand and grit-tempered, 1 schist-tempered, and 20 probably shell-tempered sherds (the shell has leached out, leaving small holes). Based on thickness, temper, and decorative motif, at least 11 distinctive wares can be recognized, possibly representing single vessels.

### SUMMARY AND RECOMMENDATIONS

Phase II excavations at the Nash Site (18PR464) yielded evidence of Late Archaic, Terminal Archaic, Early Woodland, possibly Middle Woodland I, and Late Woodland occupations. Finished tools--points, scrapers, and drills--were represented in relatively large numbers, as compared to debitage. Ceramic sherds, mostly representing Potomac Creek ware, were much more numerous (relative to excavated area) than is typical at other recorded sites within the region. There is no evidence of plowing, and lateral disturbance seems minimal. However, a nineteenth-century road cut has destroyed much of the original core of the site, and roots and animals have caused extensive disturbance, so that vertical positions of artifacts have no chronological significance. Fire-cracked rock and a few small fragments of calcined bone show that hearths were present, but no intact features have been found, and the root disturbance makes it unlikely that any exist. Phase II excavation has sampled about 10 percent of the site's core, and produced a good representative collection of the cultural materials likely to be found in the unexcavated portion.

Site 18PR464 has yielded useful information pertaining to the themes of settlement and technology set out in the Maryland Comprehensive Historic Preservation Plan (Weissman 1986:256). However, because of the demonstrated vertical disturbance and mixing of temporally discrete prehistoric components, the information content of the site appears to be limited, and it is anticipated that additional investigation would yield only redundant data. Therefore, Site 18PR464 is considered not eligible for the National Register of Historic Places, and no further investigation is recommended.



**Figure 37.** Diagnostic ceramic sherds: **a)** Potomac Creek Cord Impressed; **b)** Potomac Creek Cord Impressed; **c)** Potomac Creek Cord Impressed, horizontal motif; **d)** Rappahannock Incised, horizontal motif; **e)** incised sherd, quartz and mica temper; **f)** Potomac Creek Cord Impressed, corded dowel impression; **g)** Potomac Creek Cord Impressed, corded dowel impression; **h)** Potomac Creek Cord Impressed, corded dowel impression; **i)** Potomac Creek Cord Impressed, single cord horizontal impression; **j)** Potomac Creek Cord Impressed; **k)** cord-marked, quartz and sand tempered; **l)** Potomac Creek Plain; **m)** cord-marked or fabric impressed, possibly Accokeek sherd; **n)** Townsend Corded-Horizontal; **o)** Townsend Corded-Horizontal.



**Background Research for Maryland Route 436 Over Weems Creek  
Bridge Replacement (No. 2081), Alternate 2 and Avoidance Alternate,  
St. Mary's County, Maryland**  
*Archeological Short Report*

by

**Jason D. Moser**  
*Maryland State Highway Administration*

**ABSTRACT**

The Maryland State Highway Administration Archeology Group (SHA) conducted detailed background research for the proposed relocation of the MD 436 swing-span bridge traversing Weems Creek in Annapolis, Anne Arundel County, Maryland. This research was conducted in part due to reports of human remains having been encountered by a former, deceased landowner during the landscaping of an adjacent property. Based on the adoption of the in-place replacement alternative for the bridge, no further terrestrial archeological work was recommended.

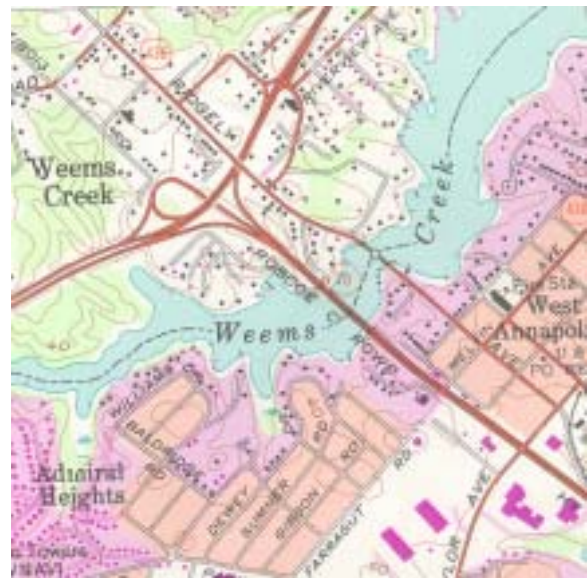
**INTRODUCTION**

The Maryland State Highway Administration is undertaking the replacement of the MD 436 Bridge across Weems Creek in Annapolis. Several alternate plans for the bridge replacement have been considered. Because Weems Creek Bridge is eligible for the National Register of Historic Places two alternates known as Alternate 2 and the Avoidance Alternate were developed. The plans for both the Avoidance Alternate and Alternate 2 would have required additional right-of-way on both sides of Weems Creek. Phase I archeological survey would have been required if either Alternate 2 or the Avoidance Alternate had been selected. The information presented here was developed as background in anticipation of the potential need to conduct a terrestrial archeological survey for the project.

The project area is located in the Coastal Plain, situated on Weems Creek, a small tributary of the Severn River approximately 3 km (1.25 miles) to the northwest of downtown Annapolis. Weems Creek Bridge is located approximately 920 m (3017 ft.) from the confluence with the Severn River and spans Weems Creek between the communities of West Annapolis and Weems Creek.

An archeological assessment, involving a field visit to the project area, determined that the majority of the project area has previously been disturbed by road construction, utility installation, residential

construction, and landscaping (Ebright 1995). All of the area on the northwest side of the creek was determined to be disturbed. An area on the southeast side of Weems Creek contained a terrace overlooking the creek, which appears to be only moderately disturbed. This terrace is bounded by Weems Creek, MD 436, and Arundel Place, and is considered to have a high potential for containing prehistoric archeological sites (Ebright 1995).



**Figure 38.** Project vicinity on 7.5' USGS (1957) *South River, MD* topographic quadrangle.

## RECOMMENDATIONS

Three properties were identified, containing moderate to high archeological potential, that would be impacted by the construction of Alternate 2 or the Avoidance Alternate. Oral interviews and historic photographs document substantial disturbance of the properties along the terrace overlooking Weems Creek. Despite this documentation, the overall level of disturbance remains unknown, and parts of the remaining terrace top appear to be intact.

Map documentation indicates that in spite of efforts to modify the shore, only moderate changes have occurred to the shoreline. Coastal Plain Holocene terrace sediments are quite deep, and can contain deep archeological deposits. Both human remains and historic artifacts, whose relationship to each other is uncertain, have been recovered from the terrace top in the past. In addition, both historic and prehistoric settlements would have favored the environmental conditions found at the top of the terrace. The potential for locating intact archeological deposits, or locally undisturbed areas on the former Sazama property and the adjoining Adams' property is considered moderate to high, and a Phase I archeological survey is recommended. However, permission to conduct Phase I shovel testing on the former Sazama property, was denied by the current owner.

The third property with archeological potential, at the southwest corner of Monterey and Ridgely Avenue, also displays evidence of multiple episodes of moderate to heavy disturbance. The first episode of disturbance was caused by the construction of a house on the property and the installation of a septic tank at an unknown point on the property. The second occurred with the installation of gas lines, one running on the southern side of Ridgely Avenue and another to the house of Monterey Avenue. The final disturbance was caused by the installation of sewer and water lines in an unknown location within the property. In spite of this disturbance, one area of the property between the house and Ridgely Avenue seems relatively free of known disturbance. In consequence, a Phase I archeological survey is recommended for this property, at the southwest corner of Monterey and Ridgely Avenue.

Since this background research was completed, the decision was made to replace the Weems Creek Bridge in place. This strategy will avoid impacts to previously undisturbed terrain and will require no additional right-of-way. Consequently, no additional archeological fieldwork is recommended.

**Phase I Intensive Archeological Survey, Maryland Route 5 (Relocated)**  
**Park and Ride Lot, Mattawoman-Beantown Road, Charles County, Maryland**  
*Archeological Short Report*

by

**Carol A. Ebright**  
*Maryland State Highway Administration*

**ABSTRACT**

Phase I intensive archeological survey was conducted for a proposed Park and Ride lot, located east of MD 205 (Mattawoman-Beantown Road), for the relocation of MD 5. The project area is located within Maryland Archeological Research Unit 11, the estuarine Potomac drainage. Shovel tests placed at 20 m (65.6 ft) intervals over the 3.2 ha (8 acres) parcel produced no archeological sites. One prehistoric quartz projectile point fragment recovered from the surface, and two quartz flakes from shovel test pits have been assigned isolated find number 18CHX21. Historic materials recovered relate to the recent use of the property. No sites were recorded, and no further archeological work is recommended for this project.

**INTRODUCTION**

The proposed Park and Ride lot will be constructed in conjunction with the relocation of MD 5 to Mattawoman-Beantown Road, east of Waldorf, Charles County, Maryland.

The proposed Park and Ride lot includes three design options holding between 443 and 556 parking spaces, and a stormwater management pond. The 2.47 ha (6.1 acres) main parcel was surveyed, along with a .36 ha (.9 acre) primary recommended acquisition parcel, and a .36 ha (.89 acre) secondary recommended acquisition parcel. These smaller parcels, plus the main parcel, are required for the larger parking facility options.

Fieldwork was conducted on March 29 to 31, 1995 on the portion of the Park and Ride project area that will be affected by road improvements. Fieldwork for the remaining Park and Ride project area was completed on April 25 to 27, 1995. Carol A. Ebright directed the project. Crewmembers included Andrew M. Watts, Jason D. Moser, Stephanie L. Bandy, and Spencer O. Geasey.

The proposed Park and Ride lot is located in the Coastal Plain physiographic province, in the estuarine Potomac drainage (Maryland Archeological Research Unit 11). The project area is situated on an upland

between two unnamed south-flowing tributaries to Jordan Swamp. Soils developed on these sediments are predominantly deep, well drained Sassafras sandy loam; moderately deep, moderately well drained Beltsville silt loam; and deep, excessively-drained Evesboro loamy sand (Hall and Matthews 1974).



**Figure 39.** Project vicinity on 7.5' USGS (1956) *Hughesville, MD* topographic quadrangle.



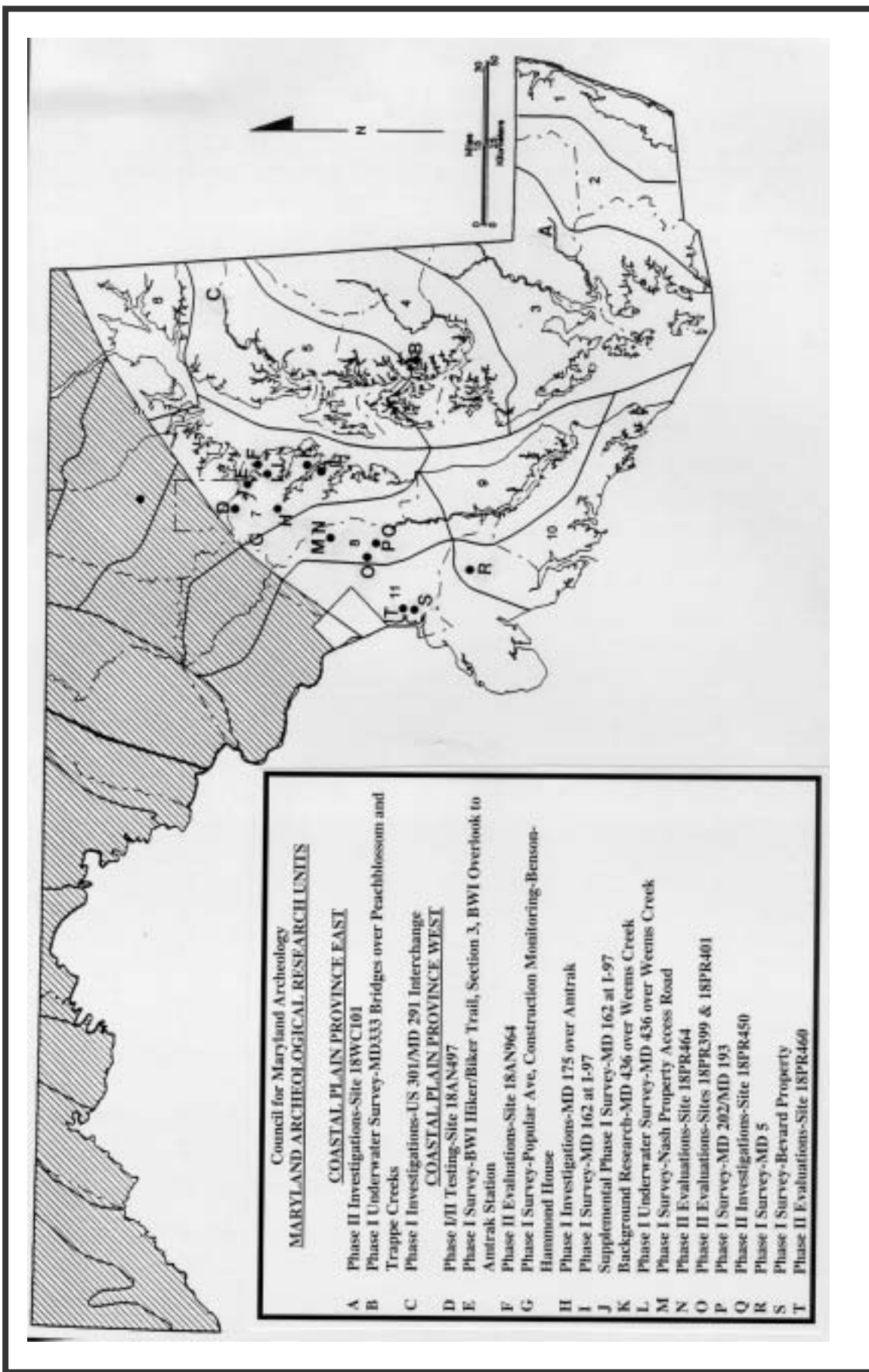
## **FIELD METHODS AND RESULTS**

At the time of the survey, the project area consisted of farmland, an abandoned plant nursery, a wooded lot, and a very small section of residential lawn. The entire project area was tested through the excavation of 40 cm (15.7 in.) diameter shovel tests pits, laid out on a 20 m (65.6 ft) interval grid using a hand-held compass and tape. One hundred and six shovel test pits were excavated. The surface of the cultivated field was unsystematically examined during both fieldwork sessions. Shovel test pits were excavated into C horizon sands and gravels in most cases. Phase I archeological survey of the proposed Park and Ride lot yielded no evidence of significant archeological deposits.

A single non-diagnostic projectile point fragment and two flakes are the only reliable evidence of prehistoric use of the project area, and comprise isolated find number 18CHX21. The recovery of a point in an upland area away from immediate water sources, and with few associated prehistoric artifacts, suggests that the point was lost during a hunting foray. No prehistoric artifacts were recovered from intact subsoils.

Recovered historic materials were widely distributed, and relate to recent use of the property. The historic assemblage does not constitute a coherent archeological site. None of the cultural manifestations documented in the project area are considered significant under National Register of Historic Places criteria. No further archeological work is recommended for this project.

**COASTAL PLAIN PROVINCE:  
EASTERN SHORE**



**Figure 40.** Location of archeological studies within the Coastal Plain Physiographic Province.

**Phase II Investigations of Site 18WC101 for the Proposed US Route 50  
Salisbury By-Pass Wetland Mitigation, Wicomico County, Maryland**  
*Archeological Report Number 106*

by

**Michael A. Simons and Jeffrey H. Maymon**  
*R. Christopher Goodwin & Associates, Inc.*

**ABSTRACT**

A Phase II archeological site evaluation was conducted at the Parsons Site (18WC101), a multi-component, short term, procurement site located within the area of potential effects of the proposed US 50 Salisbury By-Pass Wetlands Mitigation, Wicomico County, Maryland.

The Parsons Site (18WC101) is an example of a multi-component resource procurement site with occupations dating possibly from 8,000-6,500 BC through the Late Woodland period. The site lies on a dune situated on a high terrace above the Wicomico River. The principle focus of prehistoric occupation at the site appears to have been the production and use of expedient flake tools. The presence of ceramics suggests the possibility of a short term base camp as well. Diagnostic projectile points/knives indicate that the site was occupied during most of the prehistoric periods known in the Mid-Atlantic region. Most of the site has been severely disturbed by the prehistoric erosion/deflation of the dune crest and by subsequent plowing. This combination of erosion/deflation and plowing appears to have destroyed any features associated with prehistoric use of the site, and has made it impossible to delineate areas of activity with substantive research potential. One concentration of prehistoric material was identified below the plowzone in an intact soil horizon. And while it appears to represent a functionally discrete episode of lithic reduction, it cannot be linked with any diagnostic artifacts recovered from the site. Thus, the cultural affiliation of this small concentration of prehistoric material is unknown.

The Parsons Site (18WC101) lacks significant data pertaining to local or regional themes, as defined by the Maryland State Plan and does not possess the quality of significance as defined by the National Register of Historic Places Criteria. No further archeological investigations are recommended or warranted at the site.

**INTRODUCTION**

The Parsons Site (18WC101) measures approximately 60 x 95 m (197 x 312 ft.) and is located southeast of the intersection of Naylor Mill and Jersey Roads. It was first identified by Gibb (1994) as a scatter of prehistoric debitage, two projectile points (probably Holmes/Bare Island tradition of the Late Archaic), and a prehistoric shell tempered, ceramic sherd (Townsend Incisedware, a Late Woodland ceramic type). All the artifacts were

found on a parabolic dune located on a high terrace overlooking the Wicomico River.

SHA intends to replicate, as far as possible, the riparian nature of the existing wetlands along the Wicomico River. This will require massive vertical excavations to intercept the water table, lowering the elevation from 12 m (40 ft.) to 4 m (13 ft.) above mean sea level (amsl). Approximately 2 ha (5 acres) of wetlands will be created. The extent of these excavations forecloses any possibility of avoiding the Parsons Site (18WC101), which will be completely

destroyed. The area of potential effects from the proposed wetlands mitigation covers 100 percent of the project area, approximately 5,700 square m (61,560 square ft.).



**Figure 41.** Project vicinity on 7.5' USGS (1942) *Delmar, MD-DE* topographic quadrangle.

Site 18WC101 is situated in central Wicomico County, in the Low Coastal Plain physiographic province, approximately 129 km (80 miles) east of the Fall Line. The site lies within Maryland Archeological Research Unit 3, and is situated within the Evesboro-Klej soil association (Hall 1970). This association is characterized by level to steep, excessively drained to well drained sand on an upland setting (Hall 1970).

Phase II archeological investigations were performed during the last week of August and the first week of September 1994. Christopher R. Polglase served as Principal Investigator, and was assisted by Michael A. Simons.

### FIELD METHODS

Phase II archeological investigation field methods consisted of the excavation of 14 test units that measured 1 x 1 m (3 x 3 ft.), placed at 20 m (66 ft.) intervals across the site. A fifteenth test unit was placed to sample an area of potential subsurface integrity. Thirteen shovel tests were placed around this later unit in order to sample and define a potential intact component. Shovel tests and units were excavated by hand within natural strata.

Plowzone deposits were removed as a unit and screened. Sub-plowzone deposits were excavated by controlled 10 cm (4 in.) levels within natural strata. All of the 1 x 1 m (3 x 3 ft.) test units were excavated to a minimum depth of 100 cm (39 in.); a “directors window,” measuring 20 to 50 cm (8 to 20 in.) square and excavated to a minimum depth of 150 cm (59 in.), was placed in each unit. Most of the units were also augured to a depth of approximately 300 cm (118 in.) Loose sands in several units made auguring problematic. With the exception of the prehistoric materials recovered from one test unit, the artifacts were recovered primarily in the plowzone soils or the first 10 cm (4 in.) of the B horizon soils.

### CONCLUSIONS AND RECOMMENDATIONS

Phase I and II investigations indicated that the boundaries of the site extended over most of the dune crest, slip face, and portions of the backslope. No cultural materials were identified in the coastal plain sediments at the base of the dune. Phase II evaluation of the site indicated that it represented several short term prehistoric occupations, probably representative of short term procurement activities. Cores, bifaces, projectile point/knives, utilized/retouched flakes, and prehistoric ceramics were recovered. Diagnostic artifacts from the Late Archaic/Woodland periods were identified.



**Figure 42.** Bifaces recovered during Phase II excavations.

Three points were recovered during the Phase II investigation. But diagnostic features were obscured; and none could be assigned to specific typological categories. Two of the points resembled both Early Archaic and Early Woodland point clusters. A side-notched jasper point is morphologically similar to

Early Archaic projectile points such as the Palmer type (Lowery and Custer 1990). However because this point has been re-sharpened the possibility that it is a Late Archaic to Early Woodland side notched point type can not be ruled out. The second specimen is a side-notched chert point that may have been discarded during manufacture. The third specimen consisted of a heat treated jasper point.



**Figure 43.** Points recovered during Phase II excavations.

Site 18WC101 appears to represent a number of occupations dating from the Early Holocene through the Late Woodland. Two projectile points that are morphologically similar to both Early Archaic and Early Woodland types were recovered. A possible Late Woodland ceramic sherd was also identified. The horizontal boundaries of these components cannot be defined; however, a functionally discrete locus was identified. Occupation at the site appeared to be focused along the terrace edges southeast of the crest of the dune. A light scatter represented prehistoric remains over the remainder of the site. The overall character of the assemblage suggests a series of short term resource procurement camps. Such sites commonly are found on the Eastern Shore in upland settings near low order streams. While the identification of a single reduction episode in intact soils is unusual, the small size of the debitage scatter and the overall lack of integrity across the site as a whole indicates that the site does not have additional research potential.

The site lacks significant data pertaining to local or regional historic contexts and themes, as defined by the Maryland State Plan. Further excavations are unlikely to produce significant additional data. No further archeological investigations are recommended or warranted at the Parsons Site (18WC101).

# **Phase I Underwater Archeological Project: Maryland Route 333 Bridges Over Peachblossom and Trippe Creeks, Talbot County, Maryland**

*Archeological Report Number 109*

by

**J. Lee Cox, Jr.**  
*Dolan Research, Inc.*

## **ABSTRACT**

An underwater archeological investigation was conducted in conjunction with the proposed reconstruction of two bridges for MD 333, across Trippe and Peachblossom Creeks in Talbot County, Maryland. The investigation included background historical research, magnetic, and acoustic remote sensing, and diving investigations. Historical research confirmed the extensive maritime activity in the vicinity of nearby Oxford, which dates to the seventeenth century. Oxford is one of the oldest seaports in Maryland. The remote sensing survey across the two proposed bridge corridors was designed to locate and identify submerged cultural resources and generate sufficient data to make an initial assessment of significance in accordance with criteria established for determining eligibility to the National Register of Historic Places. The two survey areas were examined using a proton procession magnetometer and a side-scanning sonar. No remote sensing targets suggestive of submerged cultural resources were identified during the survey. A diving inspection was also conducted to determine the presence or absence of any potential cultural resources that may be partially buried beneath the bridges and were undetectable by remote sensing equipment. Archeological divers inspecting the survey areas did not identify any material or sites that could be considered historically significant. No additional underwater archeological investigation is recommended in conjunction with the bridge replacement activities in Trippe Creek and Peachblossom Creek.

## **INTRODUCTION**

The Maryland State Highway Administration (SHA) is proposing the construction of new MD 333 bridges across Trippe Creek and Peachblossom Creek in Talbot County, Maryland. The Phase I underwater archeological investigation included a magnetic and acoustic remote sensing survey to determine the presence, or absence, of submerged historic archeological resources potentially eligible for the National Register of Historic Places. The Phase I underwater archeological survey was conducted by Dolan Research, Inc. (DR), on behalf of John Milner Associates, Inc. (JMA).

Trippe and Peachblossom Creeks are tidal tributaries of the Tred Avon River, situated in the Coastal Plain Province, near the historic port town of Oxford, within Maryland Archeological Research Unit 4 (Choptank Drainage). At the project area, Trippe

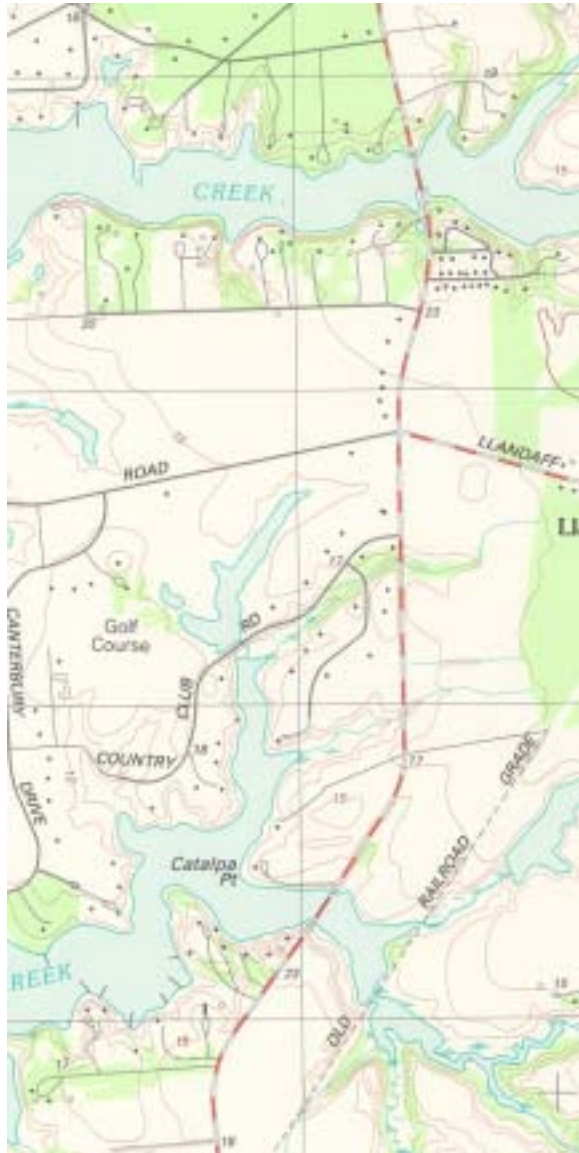
Creek is approximately 107 m (350 ft.) wide, and Peachblossom Creek is approximately 76 m (250 ft.) wide.

## **FIELD METHODS**

A magnetic and acoustic remote sensing survey and diving investigation was conducted across a 61 m (200 ft.) wide corridor, 30 m (100 ft.) on either side of the existing bridges in Trippe and Peachblossom Creeks. It was the goal of these investigations to locate and identify potentially significant submerged cultural resources that may be impacted by bridge construction activity. Magnetic and acoustic targets generating remote sensing signatures suggestive of cultural resources were identified and evaluated. Diving operations were conducted for two primary reasons. First, divers inspected all potentially significant remote sensing targets. Secondly, divers manually inspected for evidence of submerged



cultural resources directly underneath the existing bridges to locate any objects which may have been effectively masked by the bridge structures. In addition to searching for evidence of submerged cultural resources, divers also focused on locating remains from previous bridge structures.



**Figure 44.** Project vicinity on 7.5' USGS (1988) *Trappe, MD* topographic quadrangle.

During September 14 and 15, 1994, a three person survey crew from DR completed the remote sensing surveys and diving investigations of the MD 333 bridge replacements in Trippe and Peachblossom Creeks. A *Geometrics* G-866 portable marine proton procession magnetometer, capable of +/- one gamma

resolution, was employed to collect magnetic remote sensing data. The sensor for the magnetometer was towed with a float 8 m (25 ft.) behind the survey vessel to allow optimum data collection in a shallow water environment. A two second sampling rate by the magnetometer's towed sensor coupled with a three and one-half to four knot vessel speed assured a sample every 3 m (10 ft.). A *Klein* two-channel acoustic recorder with a 500-kHz side-scan sensor was used to collect acoustic data. The sonar transducer was towed off the port side of the survey vessel, approximately .3 m (1 ft.) below the water surface. All acoustic data were recorded on wet chemical paper with an analog recorder.

Magnetic and acoustic data were collected simultaneously. To allow for the detection of subtle magnetic anomalies typically associated with smaller wooden vessels, survey lane spacing for the survey was established at 15 m (50 ft.) offsets on either side of the two bridges. Since the side-scanning sonar transducer has an effective range of more than 48 m (150 ft.) in each channel, 15 m (50 ft.) lane offsets provided comprehensive acoustic coverage for each area. Differential Global Positioning System (DGPS) position fixes were recorded every 8 m (25 ft.) along each survey lane. Three survey lanes were designated on either side of the two MD 333 bridges. Magnetic and acoustic records were event marked at 23 m (75 ft.) intervals along each lane. This allowed researchers to rapidly integrate magnetic and acoustic records into a survey map and to pinpoint the location of each identified target.

After target signature analysis, recommendations were compiled for the need of additional archeological investigations at each individual target location.

## CONCLUSIONS AND RECOMMENDATIONS

The remote sensing data survey found no targets suggestive of submerged cultural resources in either of the project areas. Furthermore, divers inspecting the two survey areas did not identify any material, or sites, that could be considered historically significant. No additional underwater archeological investigation is recommended in conjunction with the bridge replacement activities in either Trippe Creek or Peachblossom Creek.



**Phase I Intensive Archeological Investigations of the  
Proposed US 301/MD 291 Interchange, Kent County, Maryland**  
*Archeological Report Number 138*

by

**Robert D. Wall**  
*Robert Wall & Associates*

**ABSTRACT**

An intensive Phase I archeological investigation of an approximately 2 ha (5 acre) area was completed in preparation for the proposed construction of an interchange at the junction of MD 291 and US 301 in Kent County. This project lies within Maryland Archeological Research Unit 5 (Chester River-Eastern Bay Drainages). No National Register sites or historic structures are located within or adjacent to the project area. The results of shovel testing produced two isolated finds (18KEX9). Due to the lack of substantial cultural materials found on the survey, no further archeological investigation is recommended.

**INTRODUCTION**

This report describes the results of Phase I intensive archeological investigations of a proposed interchange at the junction of US 301 and MD 291, ca. 2 km (1.2 miles) west of the town of Millington in Kent County. There are four parcels involved, one on each corner of the intersection. Dr. Robert Wall, Principal Investigator, assisted by Dana Kollmann, conducted the fieldwork in late February 1995.

The project area is located in the Coastal Plain physiographic province, a region of level topography underlain by unconsolidated deposits of Quaternary age gravels, sands, silts, and clays from both marine and fluvial sources. Relief is very low with the lowest and highest points in the county separated by little more than 30 m (100 ft.) in elevation (Maryland Geological Survey 1926; Cleaves et al. 1968; Vokes and Edwards 1974). The project area is comprised of uplands and high stream terrace deposits ranging in elevation from 8 to 12 m (25 to 40 ft.) above sea level. Soil types within the project area consist of the Mattapex fine sandy loam and Woodstown sandy loams. These soils consist of coarse textured surface horizons that overlie moderate to well developed B horizons.

Currently, much of the land within and adjacent to the project area on the south side of MD 291 is being utilized for commercial enterprises. On the north side of 291, a large portion of the project area is presently in cultivated fields. There are also some areas of

undeveloped light woods and marsh along the western and northern edges of the northwest quadrant. Locations adjacent to Mill Creek have been severely disturbed by landscape alteration for road access and placement of utilities.



**Figure 45.** Project vicinity on 7.5' USGS (1986) *Millington, MD* topographic quadrangle.

Given the location of the project area in an upland/high stream terrace setting, moderate to high potential was expected for prehistoric sites. Historic period sites were predicted at areas closer to road

networks running through the region, including the late eighteenth century road paralleling the Chester River and running between New Market to the west and Bridgetown (Millington). Expectations of historic resources within the project area were considered to be moderate to low.

## **FIELD METHODS**

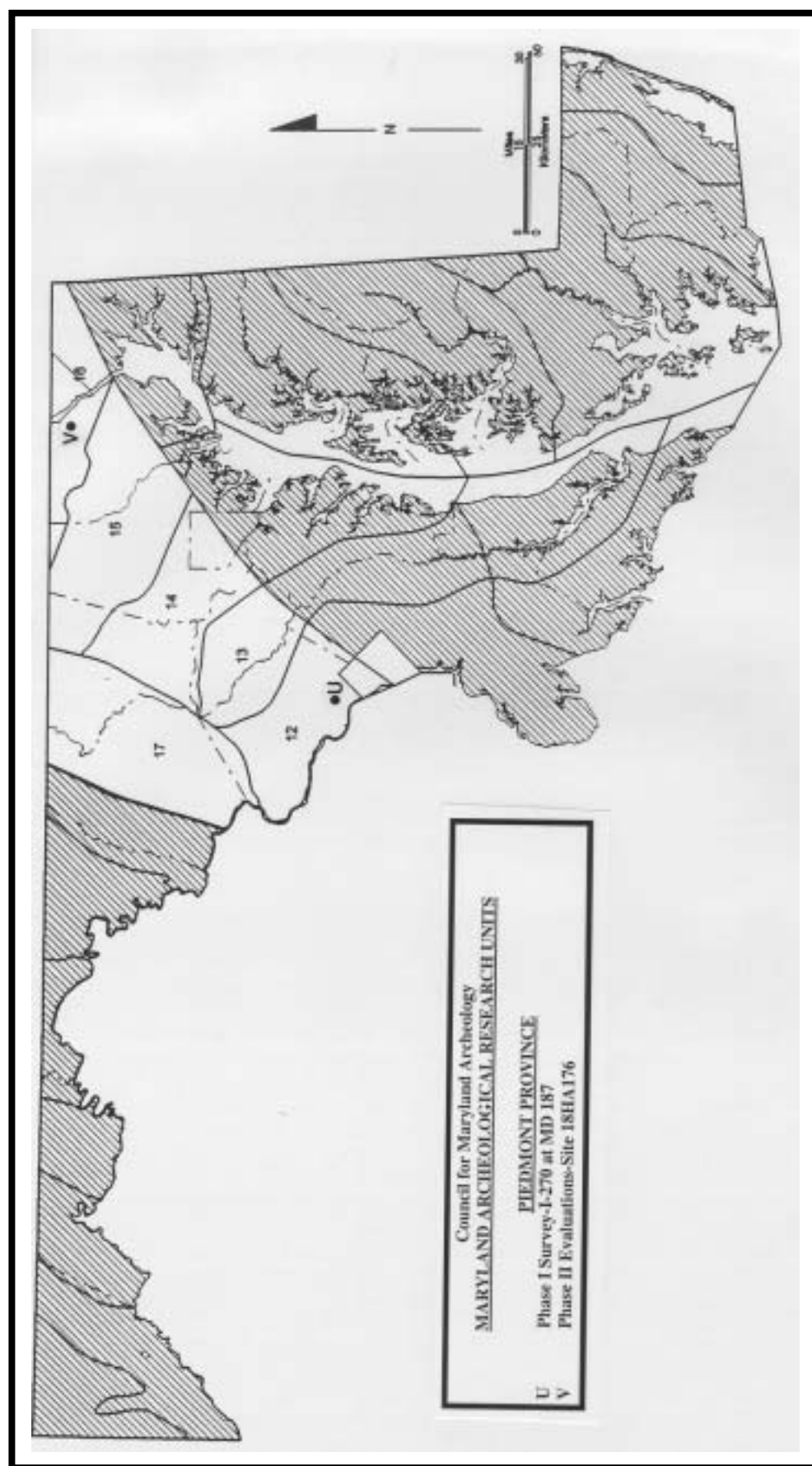
Archeological survey methods were limited to shovel testing within the proposed project boundaries. Forty-three shovel test pits were excavated along seven transects of varying length in the northwestern quadrant of the project area. Three supplemental tests were also excavated around a single jasper flake from the plow zone. The shovel test pits measured 40 cm (15 in.) in diameter and were excavated (within natural soil horizons) to sterile subsoil. Most of the shovel test pits were located along the transects investigated within the northwestern quadrant of the project area, the only section of the project area containing land surfaces that had not been substantially modified.

In areas near surface water shovel test pits were placed at 20 m (66 ft.) intervals, areas situated further from surface water were tested at intervals of 25 m (82 ft.). The other quadrants of the project were tested by means of augering (to determine the degree of disturbance) and then by shovel testing in areas showing less overall disturbance.

## **CONCLUSIONS AND RECOMMENDATIONS**

Field investigation produced only two isolated finds: one small jasper flake and a single piece of shell edge decorated whiteware dating to the early to mid-nineteenth century. They were designated as 18KEX9. Though the edge of the project area lies relatively close to the floodplain of Mills Branch, severe modification of the terrace edge surface appears to have destroyed most of the high terrace settings with the highest archeological potential. This information combined with the cartographic and historic site information shows that no significant archeological work is considered necessary.

**PIEDMONT PROVINCE**



**Figure 46.** Location of archeological studies within the Piedmont Physiographic Province.

**Phase II Archeological Evaluations of Site 18HA176: Maryland Route 161  
Bridge Over Deer Creek, Harford County, Maryland**  
*Archeological Report Number 95*

by

**Thomas W. Davis, Lance K. Trask, William P. Giglio, Hugh B. McAloon,  
Christopher R. Polglase, S. Justine Woodard, Michael Hornum,  
and Teresa C. Reimer**  
*R. Christopher Goodwin & Associates, Inc.*

**ABSTRACT**

A Phase II archeological site evaluation was conducted at the Bishop Site (18HA176), a prehistoric/historic site that will be affected by the planned realignment of MD 161 and the replacement of a bridge over Deer Creek. R. Christopher Goodwin & Associates, Inc., undertook these archeological investigations in Harford County, Maryland.

Site 18HA176 was identified during a previous Phase I survey conducted by the Maryland Geological Survey (Ervin 1989). The site contains an historic component, the E.M. Allen House, which was constructed during the 1880s and determined as eligible for inclusion in the National Register of Historic Places (NRHP). The prehistoric component had been determined not eligible for inclusion in the NRHP following the Phase I survey (Ervin 1989); the Phase II evaluation supports this determination.

During the current investigations, the project area was divided into two areas: Area 1 consisted of those portions of Site 18HA176 that would be impacted directly by the proposed road realignment; and Area 2, which encompassed the NRHP boundaries of the E.M. Allen historic property, exclusive of Area 1. Evidence of prehistoric and historic activity was documented in both survey areas. Material from the site's prehistoric component consisted of a non-diagnostic point/knife fragment and a small amount of quartz debitage that was mixed with naturally fractured quartz.

Diagnostic historic artifacts recovered from Area 1 indicate an occupation period that extends from the present back to the early nineteenth century, although a few specimens suggest a possible earlier occupation. Historic features included a small, historic quarrying site, and the historic roadbed of Darlington Road (MD 161). Also investigated was a natural swale (discovered during the Phase I survey) that had been filled with domestic and architectural debris.

The archeological resources identified within the proposed realignment right-of-way do not have independent research potential or significance. The general lack of remains and the poor archeological integrity in Area 1 prevents the archeological components within the right-of-way from contributing to the significance of the E.M. Allen House Site. However, the proposed right-of-way does include a 200-year-old silver maple tree that may be a contributing landscape element to the historic property. The removal of this tree may pose an adverse effect to the E.M. Allen House property.

Although the historic archeological component, (when seen as a resource independent from the historic property within which it is located) does not appear to possess the qualities of significance, as defined by the criteria for NRHP; this component does make a contribution toward a more thorough understanding of the history of the property. Diagnostic materials included in the artifact assemblage indicate occupation at the site by the second quarter of the eighteenth century. Features and landscaping/grading episodes documented within the property are related to the evolution of the site's historic landscape, and are related to picturesque landscape design popular during the late nineteenth century; the period of significance of the E.M. Allen House. The historic archeological component of Site 18HA176 is a contributing element to the locally-significant E.M. Allen House property, and thus contributes to the significance of the Lower Deer Creek Valley Historic District (HA1551). However, this archeological contributing element is not within the area of direct effects of the proposed road realignment. Based on current project plans, no further archeological investigation is necessary or warranted at Site 18HA176.

## INTRODUCTION

The Bishop Site (18HA176) is scheduled to be impacted by a proposed realignment of MD 161 (Darlington Road), and the planned replacement of the road's bridge over Deer Creek.

The project area is situated near Deer Creek, a tributary of the Susquehanna River. Soils within the project area occur on gently sloping to steep upland and belong to the Glenelg-Manor association.

The Bishop Site (18HA176) occupies level to gently rolling terraces in the vicinity of Wilson's Mill and is situated within Maryland Archeological Research Unit 16 (Susquehanna-Elk-Northeast Drainages). The project area measures roughly 120 x 120 m (394 x 394 ft.). Site 18HA176 was identified during a Phase I archeological survey by the Maryland Geological Survey (Ervin 1989). During the Phase I investigations, 35 historic artifacts, including late eighteenth century ceramics and architectural debris, were recovered. Two historic features were recorded: a burnt soil lens, and an old roadbed. The burnt debris layer contained large amounts of charcoal and slate fragments, as well as sherds of transfer-printed whiteware, sponge-decorated pearlware, and brown glazed earthenware. This feature was interpreted preliminarily as debris from a dwelling that reportedly had been destroyed by a fire before 1880. A small prehistoric assemblage was noted and comprised of a quartz cobble core, five quartz flakes, and additional pieces of quartz shatter.

After a Phase II archeological evaluation was recommended for the Bishop Site, the proposed right-

of-way was moved, resulting in diminished impacts to the site.

The current proposed realignment of MD 161 involved only a fraction of the recorded archeological site. Area 1 consisted of the proposed right-of-way for MD 161, a 2,100 square m (23,000 square ft.) area, which encompasses the area of direct impact. The proposed right-of-way includes portions of a 9 m (30 ft.) slope.



**Figure 47.** Project vicinity on 7.5' USGS (1953) Aberdeen, MD topographic quadrangle.



**Figure 48.** Photograph of the Allen House and yard.

Phase II archeological investigations were performed during August 1993. Christopher R. Polglase, served as Principal Investigator, assisted by Dr. R. Christopher Goodwin and Dr. Thomas W. Davis.

## FIELD METHODS AND RESULTS

An intensive archival search was undertaken that gathered comprehensive background for the eligible E.M. Allen House, and the property that encompasses it. Site 18HA176 was examined through a combination of pedestrian reconnaissance and subsurface testing.

A tight-interval shovel test strategy was employed to determine the presence of subsurface features and to document disturbance. A total of 122 shovel tests were planned in Area 1 at 5 m (16 ft.) intervals; 71 were completed. Numerous shovel test locations fell on slopes greater than 15 degrees, or in areas exhibiting clear disturbance. No shovel tests were placed within the former roadbed that encompassed the entire proposed right-of-way.

Based on the shovel test data, one .5 x 1.0 m (1.5 x 3 ft.) and two 1 x 1 m (3 x 3 ft.) test units were placed in Area 2 at 10 to 20 m (33 to 66 ft.) intervals. Three 1 x 1 m (3 x 3 ft.) test units were excavated in the areas most likely to yield significant archeological components. Two test units were excavated near the burnt debris feature uncovered during the Phase I testing; one test unit was excavated on the terrace near the house.

Two historic features were identified in Area 1, as well as a light scatter of prehistoric material and a few historic artifacts. Both components consist of minor amounts of artifacts in secondary or tertiary context. A small historic granite quarry feature was

identified. Immediately below the surface in much of Area 1 is the historic roadbed of Darlington Road. The historic construction of the road, in combination with generalized erosion, has severely impacted the integrity of the archeological resources in Area 1, making the original depositional history of the artifacts unobtainable.



**Figure 49.** Small granite quarry at the base of the terrace.



**Figure 50.** Old roadbed of Darlington Road adjacent to MD 161.

Archeological testing of Area 2 revealed one historic feature, a minor prehistoric artifact collection, an assemblage of historic artifacts that ranged in date from the early eighteenth through the twentieth centuries, and evidence of extensive low intensity filling and grading. The remnant prehistoric component consists of a non-diagnostic point/knife and a minute amount of debitage. This prehistoric component previously was determined not to contain potentially significant remains; the Phase II evaluation substantiates that determination.

Shovel tests throughout Area 2 indicate that, at one time there was a prehistoric sheet midden near the

house that was apparently disturbed by construction and landscaping activities, after the previous house burned and the current dwelling built (ca. 1880). Diagnostic historic artifacts indicate domestic activity pre-dating the E.M. Allen House by as much as 150 years.

A survey of extant vegetation revealed a landscape that has been maintained for over a century. The species composition of trees within the E.M. Allen House property reflects the work of a landscape architect that fancied the unusual and novel in arboreal features. Landscape features within the project area date from the mid to late nineteenth century through the mid twentieth century.

The flavor of the nineteenth century property has been preserved despite the addition of fast growing species to augment site aesthetics and screening. The arrangement of the existing vegetation through the site reflects the history and land use since the last century, including possible agricultural and horticultural efforts in the field north of the present drive, and changes in the property boundaries.

## **CONCLUSIONS AND RECOMMENDATIONS**

The artifacts recovered from the Allen Site suggest that the occupants were not typical, middle class rural farmers. Datable ceramics and extensive landscaping indicate that the site is reflective of a more affluent lifestyle and sophisticated taste.

Because the area of direct effects of the proposed undertaking does not contain any archeological resources eligible for listing on the NRHP. No further archeological investigations are warranted or recommended in Area 1. The historic archeological component in Area 2 is a contributing element of the locally significant E.M. Allen House property and thus of the Lower Deer Creek Valley Historic District. The contributions of this component to an understanding of local history are unaffected by its minimal integrity. However, the contributing archeological component is not in the area of direct effect of the proposed MD 161 realignment. There will be no effect to the archeological resources by the realignment; thus, no further archeological investigations are necessary or warranted at Site 18HA176.



**Phase IB Archeological Survey of the I-270 Interchanges at  
Maryland 187 and Democracy Boulevard, Montgomery County, Maryland**  
*Archeological Report Number 126*

by

**Joseph Balicki, Stuart J. Fiedel, and Elizabeth Barthold O'Brien**  
*John Milner Associates, Inc.*

## **ABSTRACT**

John Milner Associates, Inc. (JMA), conducted a Phase IB archeological survey along I-270, south of Rockville, in Montgomery County, Maryland. The project area, located within Maryland Research Unit 12 (Potomac Drainage), included seven proposed alternatives consisting of approximately 10 ha (25 acres). Background research indicated that no sites have been reported within the project area. However, one prehistoric site (18MO63) and several structures dating to the late nineteenth or early twentieth centuries are located within the project vicinity. The field investigation consisted of systematic excavation of 340 shovel tests along 27 transects. Shovel tests were excavated at 15 and 20 m (49 and 66 ft.) intervals in undisturbed sections. The placement of the shovel tests depended on presumed sensitivity. Field investigations did not recover any cultural remains. No further archeological investigations are recommended.

## **INTRODUCTION**

Several proposed alternative routes were being considered for widening and/or modifying existing I-270 interchanges at the MD 187 (Old Georgetown Road) and Democracy Boulevard and construction of a connector between I-270 and Rockledge Drive.

The Phase IB project area consists of seven proposed alternatives (2D, 2E, 3E, 3F, HOV-1, 3G, and 6B) consisting of approximately 10 ha (25 acres) subjected to archeological testing. Archeological field investigations at the MD I-270 project area were conducted in May 1995 by a four person team. The JMA project team included Charles D. Cheek, Stuart J. Fiedel, Joseph Balicki, and Susan Slothouber.

The project area is located within the southeast portion of Maryland Research Unit 12, Potomac Drainage of the Piedmont province in southern Montgomery County. Several unnamed tributary streams drain the north side of the project area into Cabin John Creek. The southern portion of the project area is drained by the headwaters of Thomas Creek and by an unnamed tributary of Cabin John Creek. Construction of I-270 appears to have included the canalization of portions of these streams.



**Figure 51.** Project vicinity on 7.5' USGS (1965) *Rockville, MD* topographic quadrangle.

Soils in the project area are medium textured; they consist of residuum from acid igneous and metamorphic rocks and their alluvial and colluvial associates. These soils belong to the Manor-Glenelg-Chester association; they are generally shallow to

moderately deep, well drained, and gently sloping to moderately steep, channery soils.



**Figure 52.** View of excavations in progress.

### **FIELD METHODS**

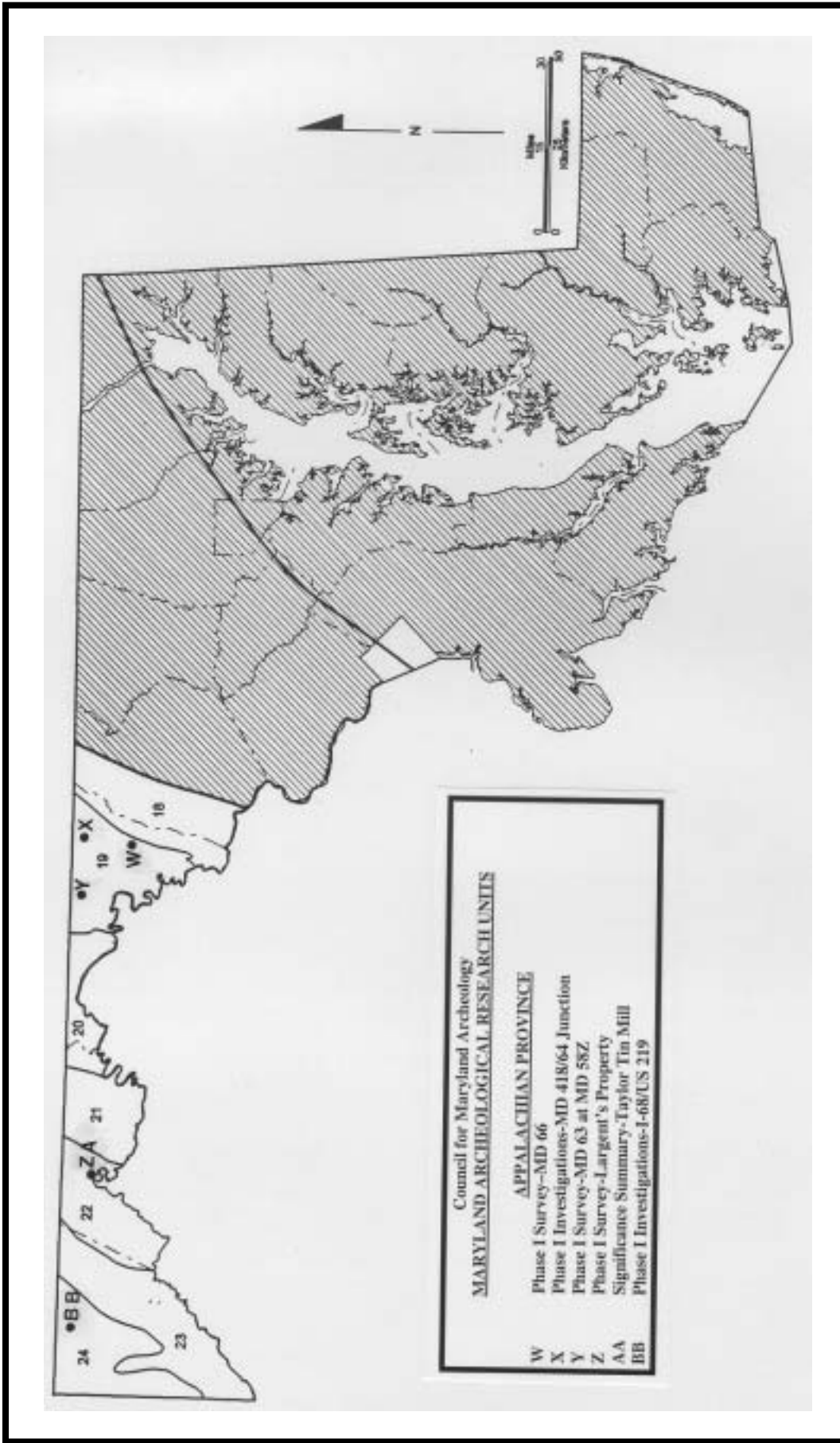
Investigations included the systematic excavation of shovel tests within the area of potential effects of the seven proposed right-of-ways corridors. Shovel tests were approximately 50 cm (20 in.) in diameter and excavated to subsoil or to the limits of practical sensitivity. Based on landform, distance from water,

and other criteria, shovel tests were excavated at 15 m (49 ft.) intervals along parallel transects spaced 15 m (49 ft.) apart. In areas of moderate to low sensitivity, shovel tests were excavated at 20 m (66 ft.) intervals along parallel transects spaced 20 m (66 ft.) apart. Shovel tests were staggered along alternating transects in order to increase both coverage and the potential for site identification. Three hundred and forty shovel tests were excavated along 27 transects. No archeological materials were recovered from any of the shovel tests. No trace of Site 18MO63 or structures depicted on historic maps were encountered.

### **RECOMMENDATIONS**

No archeological resources were identified by the Phase IB investigations of the alternatives for the proposed I-270 at MD 187 and Democracy Boulevard project. However, one prehistoric site (18MO63) was located adjacent to the proposed alternatives, which form the I-270 to Rockledge Drive connector, but has been destroyed by the construction of an office complex. No artifacts were recovered from any of the shovel tests. Visual inspection of portions of Alternate 3G not subject to subsurface testing revealed that these areas are highly disturbed and lack archeological potential. Therefore, no additional archeological work is recommended for the project as currently proposed.

APPALACHIAN PROVINCE



**Figure 53.** Location of archeological studies within the Appalachian Physiographic Province.

**Phase I Intensive Archeological Survey of Cearfoss Roundabout, MD 63 at MD 58, and  
Phase II Site Examination at the Reiff Site (18WA454)  
Washington County, Maryland**  
*Archeological Report Number 100*

by

**James G. Gibb and Tara D. Pettit**

**ABSTRACT**

The consultants conducted a Phase I archeological survey at the intersection of MD 63 and MD 58, and a Phase II site examination at the historic Reiff Site (18WA454), Washington County, Maryland (Maryland Archeological Research Unit 19). Construction of a roundabout, or traffic circle, at the existing intersection will entail extensive grading within a slightly expanded right-of-way. Most of the proposed right-of-way is confined to the existing paved road, or lies within areas that have been paved as driveways and parking lots. Surface reconnaissance and shovel testing identified the remains of a mid twentieth century concrete preform plant and an early nineteenth century domestic site: the Reiff Site.

Phase II testing at the Reiff Site exposed stratified deposits, and evidence of extensive disturbance from pavement construction and demolition. Intact midden deposits and three possible cultural or natural features were identified. Analysis of artifact spatial distributions from the shovel tests and stratigraphic analysis of all subsurface testing data indicate that the Reiff Site retains some of its horizontal and vertical integrity. The artifact assemblage is valuable as an aid in understanding the effects of household consumer choices on the local ceramic industry. The property meets eligibility criterion for its research potential.

Since the value of the Reiff Site derives from its information potential, preservation in place is not warranted, but additional data recovery is necessary in order to more fully understand the choices made by the occupants and the effects of those choices on regional manufacturing and agriculture. The most productive portion of the Reiff Site, in terms of both features and artifacts, lies directly within the proposed right-of-way for northbound and eastbound traffic on MD 63 and MD 58, respectively. Data recovery for this portion, and for the remainder of the site is recommended.

**INTRODUCTION**

Proposed roundabout, or traffic circle, construction at the intersection of MD 63, MD 58 and MD 494 will involve extensive grading along approximately 550 m (1,800 ft.) of existing roadway and within two lots of less than .4 ha (1 acre). The historic hamlet of Cearfoss is believed to possess a high potential for yielding intact archeological deposits, particularly those dating to the early nineteenth century and later.

Cearfoss is within the Conococheague Creek drainage of Hagerstown Valley, 2,210 m (7,250 ft.) south of the Maryland-Pennsylvania border, and within Maryland Archeological Research Unit 19. Rolling farmland, with residential and commercial development along the roads, surrounds Cearfoss. The settlement pattern is linear and surrounded by agricultural fields. Soils consist largely of Hagerstown very rocky silt loam with slopes of around 3 percent. Hagerstown silt loams extend southward from the intersection of MD 494 and MD

63 (Matthews 1962). A small unnamed stream is the nearest body of water but lies outside the limits of the project area. It is a tributary of Conococheague.



**Figure 54.** Project vicinity on 7.5' USGS (1953) *Mason-Dixon, MD* topographic quadrangle.

The consultants conducted a Phase I archeological identification survey within the proposed construction area in April of 1994. The survey inventoried archeological resources within those areas that would be directly effected by grading, excavation, and any other activities related to the road construction. The survey resulted in the discovery of an early nineteenth century domestic site (the Reiff Site, 18WA454) during the first phase of testing. In May and July of 1994, we conducted Phase II testing at the Reiff Site. The horizontal limits of the site and the integrity and depth of its deposits were determined.

## FIELD METHODS

### *Phase I*

A pedestrian survey was undertaken at Cearfoss on 27 February 1994, and again on 18 April 1994. Surface visibility was well under 25 percent throughout the crossroads area, and much of the project area has been macadamized. Shovel tests were placed at 20 m (65 ft.) intervals along transects offset by 20m (65 ft.) intervals within the open lot on the northeast corner of the intersection. Shovel tests were placed along a single transect during the initial testing phase for the southeast corner. The remainder of the proposed right-of-way was unsuitable for

shovel testing due to existing paving. All units were laid out in advance with a measuring tape and compass. Shovel tests were excavated stratigraphically. Those units that did not encounter boulders, bedrock, or poured concrete were further tested with a tube auger to depths of 5.1 to 25.6 cm (2 to 10 in.) to determine the presence of buried humic soils. No such buried soil horizons were found on either side of the road. The two easternmost shovel test transects revealed extensive cutting and filling, probably related to parking lot construction and demolition.

### *Phase II*

Phase II testing at the Reiff Site involved the excavation of 35 supplemental shovel test pits, at 6 m (20 ft.) intervals, and ten 1.5 x 1.5 m (5 x 5 ft.) excavation units in areas of high artifact density. The sampling grid extends beyond the limits of the proposed right-of-way to define the horizontal limits of the Reiff Site (18WA454) and the extent and nature of late nineteenth and twentieth century disturbances. Formal excavation units were used to determine the vertical integrity of deposits at the Reiff Site. All units were dug stratigraphically. Units were excavated next to shovel tests yielding relatively large numbers of artifacts or evidence of intact strata with nineteenth century artifacts. Eight of the ten planned units were judgmentally placed within the proposed right-of-way. Two units were planned for the portion of the site that lies outside of the right-of-way; an area that will be unaffected by construction and in which artifact densities are low relative to those within the right-of-way. The ten excavation units and 35 shovel tests at the Reiff Site produced 12,949 artifacts, exclusive of brick and coal. Relatively intact cultural deposits were encountered, capped by 1970s topsoil fill. There is some mixing of twentieth century materials with early nineteenth century artifacts in the soil strata immediately below the fill layers; an expected condition since activities at the Reiff Site did not cease with its abandonment in the middle of the nineteenth century.

## SUMMARY AND RECOMMENDATIONS

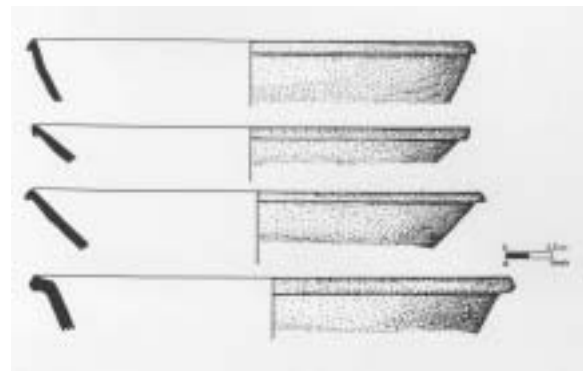
Intensive surface reconnaissance identified only two areas that were suitable for subsurface archeological testing; the remaining portions of the proposed right-of-way being quite narrow, graded, and in most cases paved. The northeast and southeast corners of the MD 58/MD 63 intersection were selected for study. Surface reconnaissance for the northeast corner revealed extensive ground disturbance.



Phase I shovel testing on the southeast corner revealed evidence of a domestic occupation site, probably dating to the second quarter of the nineteenth century. Six of the seven shovel tests produced early historic material, as well as possible structural remains.

Phase II testing was undertaken to determine the horizontal and vertical limits of the Reiff Site (18WA454), and to determine whether it retained sufficient stratigraphic integrity to be considered eligible for National Register status. The horizontal limits of the Reiff Site were defined through stratigraphic analysis and spatial analysis of the shovel test data. The current extent of the site is 30.5 x 36.6 m (100 x 120 ft.).

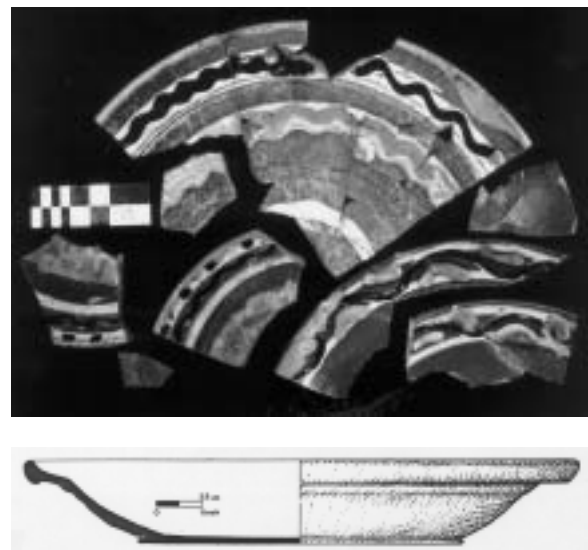
Two excavation units demonstrated some loss of site integrity as a result of water main installation. The remaining eight units also revealed recent disturbances as a result of road construction. Three units uncovered intact archeological deposits that include the remains of mortared stone and a midden deposit rich in both red paste earthenware and white paste earthenware vessels. This deposit is particularly important because it yielded numerous coarse red paste earthenware vessels of probable local manufacture in direct association with well documented, well dated European refined white paste earthenwares. The Reiff Site appears to be a domestic site occupied between ca. 1820 and 1850. A mean ceramic date of 1834 was calculated for the entire assemblage of refined white paste earthenwares.



**Figure 55.** Coarse earthenwares recovered from the Reiff Site.

The ceramic assemblage from the Reiff Site is a valuable comparative collection. Future work in the Hagerstown area will benefit greatly from this assemblage of coarse red paste earthenware vessels associated with numerous well documented, well dated European wares.

The value of this assemblage will be greatly enhanced as we define the behavioral contexts in which the pots were used. The level of testing undertaken to date is sufficient to determine that the Reiff Site is eligible for inclusion into the National Register of Historic Places. Information critical to our understanding of the role of consumer choice in the economic development of the Great Valley during the first half of the nineteenth century lies within the surviving cultural deposits at the Reiff Site. Since the value of the Reiff Site derives from its information potential, preservation in place is unwarranted. Data recovery, at a level sufficient to define and interpret spatial patterning at the site, is necessary if the site cannot be avoided by proposed construction.



**Figure 56.** Slip decorated plates recovered from the Reiff Site.

Commercial and industrial development severely compromised deposits on the northeast corner of the intersection of MD 58 and MD 63. No further archeological study is recommended for the remaining area of potential effects, as delimited in the plans. However, the SHA Archeology Group, in consultation with the Maryland Historical Trust, should review all plans for expansion of the proposed right-of-way. There is a high potential of encountering historic period archeological deposits in lawn areas adjacent to the current right-of-way. Such deposits are potentially eligible for inclusion into the National Register of Historic Places.

**Phase IB Intensive Archeological Investigation on the Ringgold Roundabout Maryland  
Routes 418 and 64 Junction, Washington County, Maryland**  
*Archeological Report Number 107*

by

**Robert D. Wall**  
*Robert Wall & Associates*

## **ABSTRACT**

Results of Phase IB intensive archeological investigations of the Ringgold Roundabout in Washington County, Maryland, are described in this report. The property consists of less than 1.7 ha (4 acres) of right-of-way that corresponds to the four corners of the present junction of MD 64 and MD 418. The property has been designated for a proposed expansion of the intersection to accommodate a roundabout structure. No archeological sites were located during the course of the survey. Consequently, no further archeological investigation is considered necessary for this project.

## **INTRODUCTION**

This report documents the completion of a Phase IB intensive archeological investigation of the proposed Ringgold Roundabout at the junction of MD 418 and MD 64 southwest of Ringgold, Washington County, Maryland. The roundabout will expand the dimensions of the intersection beyond the existing four corner configuration. The property consists of just under 1.7 ha (4 acres) of surface area split among the four sections of the intersection. Dr. Robert Wall served as Principal Investigator and Dana Kollmann as field technician. The fieldwork was conducted in August 1994.

The project area lies on a drainage divide in the headwaters of Antietam Creek. It is located in the Great Valley of the Appalachian Province, within Maryland Archeological Research Unit 19. The Great Valley is a region characterized by northeast trending ridge systems and steep sided valleys (Cloos 1951; Cleaves et al. 1968). The project area is relatively level, lying on a low relief ridge dissected by first order streams and intermittent channels. Soils covering the survey area consist of Duffield silt loams, a fine-textured soil normally associated with upland environments (Matthews 1962).

The focus of the Phase IB survey was to identify prehistoric and historic resources by sub-surface testing. Considering previous recoveries in the area (Stewart 1980; Ballweber 1991, 1993), expectations of prehistoric sites were high. This setting was also

considered to have moderate potential for historic sites given the nearby location of nineteenth century farmsteads, and the early presence of a major road running through the Ringgold area.

## **FIELD METHODS**

The fieldwork proposed consisted of shovel testing in undisturbed grounds on each of the four corners of the intersection.



**Figure 57.** Project vicinity on 7.5' USGS (1953) *Smithsburg, MD-PA* topographic quadrangle.



A total of 21 shovel tests were subsequently placed within the project area. Shovel tests were placed at 20 m (66 ft.) intervals within undisturbed portions of each quadrant. The shovel tests, each measuring 40 cm (16 in.) in diameter, were excavated into Pleistocene strata, with all soils excavated by natural or cultural horizons from the surface to the base of excavations. The field investigation produced no artifacts from any of the shovel test or surface exposures.

### RECOMMENDATIONS

No archeological sites were identified during the course of the survey. Though the study area is on the fringe of the historic community of Ringgold and several nineteenth century farmsteads, no evidence of historic period activities were recovered. This information, combined with the cartographic and historic sites information, shows that no significant archeological remains are present within the project area. Due to negative findings, no further archeological work is considered necessary. It is recommended that the site development proceed as planned.



**Figure 58.** View of SE Section of Right-of-Way.

**Phase I Intensive Archeological Investigations at the I-68/US 219  
Keyzers Ridge Leaching Pond Sites, Garrett County, Maryland**  
*Archeological Report Number 112*

by

**Robert D. Wall**  
*Robert Wall & Associates*

**ABSTRACT**

An intensive Phase I archeological investigation of two areas in Garrett County totaling approximately 1.7 ha (4 acres), for proposed leaching pond sites has been completed. This project is situated within Research Unit 24 of the Council for Maryland Archeology. No National Register site or historic structures are located within or adjacent to the project area. Furthermore, results of shovel testing produced no evidence of archeological sites. Due to the lack of cultural materials found on the survey, no further archeological investigation is recommended. Therefore, it is the opinion of this investigator that the project development may proceed as planned.

**INTRODUCTION**

A Phase I intensive archeological investigation of two properties in Garrett County totaling approximately 1.7 ha (4 acres) has been completed. The properties are the proposed location of two leaching ponds adjacent to I-68. Dr. Robert Wall served as Principal Investigator and Dana Kollmann as field technician. The fieldwork was conducted in late October 1994.



**Figure 59.** Project vicinity on 7.5' USGS (1946) *Grantsville, MD* topographic quadrangle.



**Figure 60.** View of surface disturbance and roadway.

The project area is located in the Appalachian Plateau physiographic province, a broad upland region cross-cut by northeast trending mountain ranges reaching elevations over 914 m (3,000 ft.) above sea level. The project area lies within a headwaters location that drains into the Whites Creek drainage in nearby Pennsylvania, ultimately emptying into high order streams of the Youghiogheny system.

The project area itself is gently to moderately sloped for the most part, but very steep slopes and sharp relief bound it. Streams in the area have deeply incised the broad Plateau features resulting in a predominance of steep V-shaped stream valleys with little or no floodplains. Soils within the project areas consist of Albrights very stony silt loams in the creek environs and Dekalb-Calvin-Lehew very stony loams in most other areas (Stone and Matthews 1974). These soils are shallow upland soils. Typical soil profiles show a shallow silt loam Ap horizon overlying a silty clay loam argillic B horizon.

### **FIELD METHODS**

Archeological survey methods were limited to shovel testing within the two parcels designated Parcel 1 (the larger and westernmost of the two parcels) and Parcel 2. A total of 13 shovel tests was excavated within the two parcels, eight in Parcel 1 and five in Parcel 2. Shovel Test Pits measured 50 cm (20 in.) in diameter and were excavated into sterile subsoil. All soils excavated from the tests were separated by natural soil horizons. Shovel tests were placed at 20 m (65 ft.) intervals and were oriented along transects to avoid disturbed and eroded areas.

### **RECOMMENDATIONS**

No archeological sites were identified during the course of the survey and no National Register sites or historic structures were located within or adjacent to the project area. This information, combined with the cartographic and historic sites background information, shows that no significant archeological remains are present within the project area. Due to the negative findings, no further archeological work is considered necessary. It is recommended that development of the two proposed leaching pond sites may proceed as planned.



**Figure 61.** View of eroded channel.

**Phase IB Intensive Archeological Investigations at Largent's Property**  
**Canal Parkway Project, Allegany County, Maryland**  
*Archeological Report Number 123*

by

**Robert D. Wall**  
*Robert Wall & Associates*

**ABSTRACT**

An intensive Phase IB archeological investigation of a section of the proposed Canal Parkway known as Largent's Property, an area comprised of about .81 ha (2 acres), has been completed. This project is situated within the Appalachian Province, Maryland Archeological Research Unit 22 (Evitts Creek-Georges Creek Drainages) of the Council for Maryland Archeology. No National Register sites or historic structures are located within or adjacent to the project area. Furthermore, results of backhoe testing and supplementary shovel testing produced no evidence of archeological sites. Since no significant cultural remains were found on the survey, no further archeological investigation is recommended. Therefore, it is the opinion of this investigator that the project development may proceed as planned.

**INTRODUCTION**

A Phase IB intensive archeological investigation of the Largent's Property section of the Canal Parkway project totaling approximately .81 ha (2 acres) has been completed. The property lies within a proposed alternate route for the Canal Parkway project. The project site is located in South Cumberland, Allegany County. The wetland areas and gleyed soils were considered to have little or no archeological potential, however, locations at the north end of the project area were shovel tested to a depth of 50 cm (20 in.) to confirm this assessment. Areas along the margins of the project area were tested to confirm the extent of the fill zones. It is apparent from all areas tested that the fill adjacent to Largent Roofing Company caps what was formerly a more extensive wetland area. Dr. Robert Wall served as Principal Investigator and Dana Kollmann as field technician. The fieldwork was conducted in March 1995.

The project area is located on a Pleistocene terrace of the North Branch of the Potomac River within the Appalachian physiographic province. The landforms in this region show relatively sharp relief, and the rivers flowing through the landforms are often restricted to narrow V-shaped channels with active floodplains. Soils represented on the Pleistocene terrace underlying the project area

are classified as Pope fine sandy loams (Stone and Matthews 1977).



**Figure 62.** Project vicinity on 7.5' USGS (1949) *Cumberland, MD-PA-WVA* topographic quadrangle.

The focus of the Phase IB survey was to identify prehistoric and historic resources by sub-surface testing. Given the location of the project along a

Pleistocene terrace of the Potomac River, and given the presence of 1 to 2 m (3 to 6 ft.) of fill overlying the original ground surface in this location, a backhoe was necessary to expose profiles through the original ground surface to assess the archeological potential of the area, and to initiate the excavation of test units if warranted by the test trench findings. Initial expectations were that there might be intact buried surfaces containing prehistoric archeological materials beneath the fill layers on the project site.

## FIELD METHODS

The fieldwork proposed for this project was initially designed to excavate a series of backhoe trenches across the project area to access undisturbed strata buried beneath the surface layer of modern fill. It was estimated that a maximum of 15 backhoe trenches would be excavated, contingent on finding suitable intact Pleistocene terrace surfaces beneath the fill layers. The trenches were to be placed at 20 m (65 ft.) intervals across the project area and oriented perpendicular to the Pleistocene terrace line. The initial testing phase was designed to determine whether the surface was intact and then examine any such buried surface for archeological evidence. The results of deep tests showed the presence of disturbed fill soils overlying a clayey wet and gleyed subsoil. The subsoil exposed at the base of the fill layer was too old (argillic development) to contain any associated archeological remains.

Eight machine-excavated trenches were placed in the project area. Each trench was excavated well into the clayey subsoil layer before termination. Most of the trenches encountered the water table before the excavations were halted. Since no intact surfaces were encountered below the fill layer, no test units were placed along the edge of any trench.

On the northwestern edge of the project area a line of four shovel tests were excavated. These were located in a lightly wooded area that contained no surface fill deposits. All of the shovel tests contained the same profile, i.e. a plowzone layer ranging in depth from 28 to 35 cm (11 to 13 in.) below surface underlain by a gleyed clay loam. No artifacts were recovered from any of the shovel tests. The shovel tests were excavated to depths ranging from 45 to 55 cm (18 to 22 in.) below surface, or well into the gleyed subsoil layer. All fill from the shovel tests was screened to the base of excavations.



**Figure 63.** The fill is visible in this trench's profile view.

## RECOMMENDATIONS

No archeological sites were identified during the course of the survey and no National Register sites or historic structures were located within or adjacent to the project area. This information combined with the cartographic and historic sites background data, shows that no significant archeological remains are present within the project area. Due to the negative findings, no further archeological work is considered necessary. It is recommended that this section of the proposed Canal Parkway alternate may proceed as planned.



**Phase I Archeological Survey for Drainage Improvements Along Maryland Route 66,  
Washington County, Maryland**  
*Archeological Report Number 129*

by

**Carol A. Ebright**  
*Maryland State Highway Administration*

**ABSTRACT**

Phase I intensive archeological survey was conducted for proposed drainage improvements along MD 66 in Mapleville, Washington County, Maryland. The town of Mapleville and its environs, including the project area, are part of the Mapleville Historic District. Shovel tests excavated at a 20 m (65.5 ft.) interval yielded intact soils near the former Union Church location. Although the Union Church Site was assigned a site number (18WA457), the artifacts recovered appear to be related to the adjacent residences, and are not considered part of the church archeological site. They have been assigned isolated find number 18WAX90. Several quartz and quartzite flakes of questionable origin were located on the west side of the road. These have been assigned isolated find number 18WAX89. No further archeological work is recommended for either location.

**INTRODUCTION**

Phase I intensive archeological survey was conducted in advance of proposed federally funded drainage improvements to MD 66 (Mapleville Road) in Mapleville. Drainage improvements are required to alleviate severe flooding caused by storms of average intensity, that developed as the result of recent resurfacing and raising the grade of MD 66.

The proposed improvements consist of a series of excavated, paved, or rip-rapped ditches adjacent to both sides of the road, as well as a section of buried pipe under and adjacent to the west side of the road. The portion of the project area west of the road consists of cultivated fields. Most of the project area on the eastern side of the road has been previously disturbed by prior ditching, construction of residential driveways, and landscaping. An exception to this is a 36.5 m (120 ft.) long area. Both the cultivated field and the undisturbed area were tested.

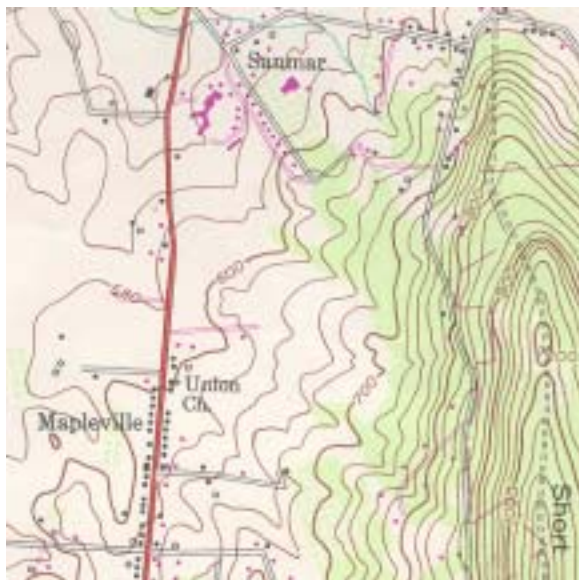
An initial field visit to the project area was made on January 15, 1995. Phase I fieldwork, under the direction of Carol A. Ebright, was conducted on March 22, 1995 with the assistance of Spencer O. Geasey, Andrew M. Watts, and Stephanie L. Bandy.

The project area is located in the Great Valley section of the Appalachian physiographic province, locally

known as the Hagerstown Valley, and is included in Maryland Archeological Research Unit 19, the Antietam Creek and Conococheague Creek drainages. Several small streams in the immediate vicinity go underground before reaching a confluence with a larger surface stream, creating complex hydrology in the project area.

The source of the water creating the flooding problem in Mapleville, emanates from Short Hill to the east, and is depicted as an intermittent stream on soil survey maps (Gilbert et al. 1962). This stream is presently shown to terminate well east of MD 66; however, contours on topographic maps and treelines visible on the 1962 aerial photographs betray an extended drainage path. This path angles northwestward to MD 66, which effectively dams the flow of water. Headwaters of a new channel on the west side of the road appear to mark the continuation of this stream. This drainage, whose central section has either silted in or gone underground, flows into Little Beaver Creek, a tributary of Beaver Creek, thence to Antietam Creek and the Potomac River. The proposed drainage improvements serve to reconnect the two portions of the stream.

Soils in the project area consist of deep, well drained Murrill gravelly loam, an acidic soil derived from eroded Blue Ridge rocks, (Gilbert et al. 1962).



**Figure 64.** Project vicinity on 7.5' USGS (1953) *Funkstown, MD* topographic quadrangle.

### FIELD METHODS

The project area west of the road consisted of two adjacent fields: one planted in rye grass with approximately 15 percent visibility, and one that had been recently manured, with about 30 percent visibility. A single transect of shovel test pits at 20 m (66 ft.) intervals was placed through the fields, 10 m within the 12 m (40 ft.) zone reported to be the maximum limits of disturbance. On the east side of the road, two shovel tests were excavated at 20 m (66 ft.) intervals on the former church lot, now maintained as lawn. Due to the presence of trees, which will be retained, the maximum zone of disturbance to the east is considerably less than to the west. All shovel test pits were 40 cm (16 in.) in diameter, and were excavated into sterile subsoil.

A total of 16 shovel test pits was excavated. Ten of them were located within the cultivated field and yielded road litter consisting of modern bottle glass, and several pieces of possible quartz and quartzite debitage, and one piece of whiteware.

Two shovel tests were placed near the former site of the Union Church. In addition a small flower bed located within the project area was surface collected. These two test pits yielded a variety of domestic artifacts that appear to be unrelated to the church. The assemblage more likely reflects discard activities from the adjacent residences, which have been in place since at least 1877. Because their associations

with either the residence to the north or the south cannot be reliably determined, the deposits lack the potential to yield important information. Consequently, the artifacts have been assigned isolated find number 18WAX90, rather than included in 18WA457.

### SUMMARY AND RECOMENDATIONS

Historic period remains found in the project area, on the church lot, are not considered part of the Union Church Site (18WA457). The Union Church archeological site does not appear to extend into the project area, and the significance of the church site has not been evaluated as part of this investigation. Intact deposits related to the church, including two privies, are likely to be present outside of the project area.

Because their associations with either of the adjoining domestic residences are unclear, the nineteenth and early twentieth century historic archeological remains present in the project area lack important information potential. They are not considered to be significant under National Register criteria, despite the fact that their residences, per se, are contributing elements to the Mapleville Historic District.

The possible lithic artifact scatter west of MD 66 has questionable prehistoric origins, is contained largely in the plowzone, and had little information value. It has been assigned isolated find number 18WAX89, and is not considered significant under National Register criteria. No further archeological work is recommended.

**Preliminary Significance Statement for the Taylor Tin Mill Archeological Site,  
Canal Parkway Development Project, Allegany County, Maryland**  
*Archeological Short Report*

by

**Carol A. Ebright and Stacie Webb**  
*Maryland State Highway Administration*

**ABSTRACT**

The Taylor Tin Mill was located adjacent to the B&O Railroad and the C&O Canal, east of the Potomac River in the southern portion of Cumberland, Maryland. Although no standing structures of the former mill have survived, their locations are documented in historic maps (Sanborn 1897, 1910, 1921; City of Cumberland n.d.), and archeological remnants of the site are almost certainly present under parking lots, filled areas, and modern buildings on the site. These buried archeological resources, combined with the known historical importance of the mill in Cumberland, and ancillary untapped documentary sources, provide the basis for considering the Taylor Tin Mill Site eligible for listing in the National Register of Historic Places (NRHP). Both local and statewide levels of significance are proposed. Community planning, industrial economics, transportation, and worker social structure are the major themes under which the site is considered significant. No archeological fieldwork involving excavation is recommended. Instead, a detailed historical and anthropological study is proposed.

**INTRODUCTION**

Situated within the Appalachian Province, Maryland Archeological Unit 22 of the Council for Maryland Archeology, the Taylor Tin Mill Archeological Site is currently occupied by businesses and municipal facilities that consist of buildings of moderate to large size, and are surrounded by large graveled, paved, or cleared ground surfaces. All the buildings were constructed after the mid-1950s. The Allegany Soil Survey depicts all of the property as "Cut and Fill Land" (Stone and Matthews 1977). The majority of the Taylor Tin Mill Archeological Site appears to have been covered by a blanket of fill potentially ranging in depth from 6 m (20 ft.) along parts of the terrace edge to .61 to .91 m (2 to 3 ft.) in the interior portions of the archeological site.

Because the existing buildings are widely spaced, lack basements, are relatively large with dispersed footers, and represent the only episodes of development on the site, subsurface remains of the tin mill are likely to remain intact under extant buildings, parking lots, and filled areas. These are likely to consist of foundations, industrial waste disposal pits and other non-structural industrial features, unsalvaged machinery, wells and privies, roads and rails, etc.

**SIGNIFICANCE SUMMARY**

The founding, operation, and dismantling of the Taylor Tin Mill spans three developmental time periods as defined by the Maryland Comprehensive State Historic Preservation Plan (Weissman 1986): the Agricultural/Industrial Transition period (1815 to 1870), the Industrial/Urban Dominance period (1870-1930), and the Modern Period (post-1930). The Taylor Tin Mill Archeological Site should be considered to have local and statewide significance under NRHP criteria, primarily during the Industrial/Urban Dominance Period (1870-1930). This site represents the industrialization of South Cumberland, and was intimately linked to the nineteenth century transportation improvements that helped to tie Western Maryland into the national economy. The establishment of the steel and tin mill industry at this location was directly related to the placement of the B&O Railroad, the C&O Canal and the National Road. Its strategic location took advantage of connections to eastern seaboard and mid-continental raw materials and markets.

Further study of this resource has the potential to provide important information in several areas. Technological changes in the steel-making, and tin-plating industries undoubtedly occurred, as the industry adopted increasingly efficient manufacturing processes. Specifically, the open hearth furnace was



first used in the United States in Philadelphia in 1899 (Derry and Williams 1982), and was present at the Taylor Tin Mill in 1910 (Sanborn 1910). The open hearth process has three notable advantages; it enables a very high working temperature (about 1,650 degrees) to be attained; secondly, it is economical because scrap iron and low grade coal can be used; thirdly, it is a relatively slow process, so that strict control can be applied. Rolling mills also appear to have been introduced after the industry was first established on this site.



**Figure 65.** Project vicinity on 7.5' USGS (1949) *Cumberland, MD-PA-WVA* topographic quadrangle.

The effects of the adoption of rolling mills and the open hearth process could be studied through changes in physical plant organization, local technological innovations and adaptations to local industry idiosyncrasies, changes in the use of workers and the relations of the workforce, effects on industry monopoly formation, and corporate history. Data on these issues could be derived from physical examination of archeological remains, corporate records, photo archives, and information about specific individuals or ethnic groups that formed the workforce.

Economic issues can be studied from several viewpoints. The trends toward monopolization in the steel industry parallel the adversarial relationship between competing transportation systems available to the Taylor Tin Mill, namely the C&O Canal and the B&O Railroad. Documentary records should be

able to supply data on the changing patterns of use of these two networks, particularly in the supply of coal. An early property sale contingency requiring the construction of a coal-loading wharf on the C&O Canal at the site of the Taylor Tin Mill (Helms et al. 1993), suggests that the canal was intended to provide transportation for either raw material or finished products.

Archeological remains of this feature may be present, and documents may provide indications of its period of use and the nature of materials conveyed. Further investigations of the complex corporate history of the Taylor Tin Mill should provide data that will more fully elucidate the relationship of this industry to other industrial complexes in Cumberland, and other steel and tin-plating industries in the region. This bears on the politics of monopolies, unionization, and the development and decline of heavy industry in Cumberland. The social effects of unionization and the closure of the Taylor Tin Mill should be available from living informants and historical accounts. It may be possible to identify specific ethnic groups involved in cooperative or adversarial ways within the Taylor Tin Mill working community.

Study of non-industrial archeological remains on the Taylor Tin Mill Site could yield information available from no other sources. Archeological work at Station Square investigated parasites retrieved from night soil in privy shafts (Cheek et al. 1994). Similar data could be obtained from the Taylor Tin Mill Site in order to evaluate the general health of the people who worked there. If worker privy sites could be distinguished from manager privy sites by location or other documentary evidence (e.g. Scharf 1882), important comparative data on the health of two different social classes could be obtained. Privies and wells also often yield artifactual data that can elucidate other behavioral patterns.

Because the site contains no standing structures or ruins, and is important primarily for the information that it contains, preservation in place is not warranted. Due to the excessive costs and logistical difficulties posed by hazardous waste contamination, and the wealth of documentary resources known and expected to exist on the steel and tin-plating industries once occupying this site, no archeological fieldwork involving excavation is recommended. Instead, it is proposed that a detailed historical and anthropological study of the Taylor Tin Mill Site be undertaken.

## GLOSSARY

**A Horizon:** A term which refers to the geologically younger zone of soil, predominately composed of organic matter which is often times darker in color and capping older soils in undisturbed contexts.

**Alluvium:** Gravel, sand, and soil that are deposited by flowing water.

**Advisory Council on Historic Preservation:** The independent federal agency established by the National Historic Preservation Act of 1966 (16 U.S.C. 470I) and charged with advising the President and the Congress on historic preservation issues and with reviewing federal and federally assisted projects that affect historic properties.

**Area of Potential Effects (APE):** The geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist. The APE is also called the "project area" or "study area."

**Artifact:** Any object used or manufactured by humans.

**B Horizon:** A term which refers to the zone of soil which, in an undisturbed context, typically underlies younger A Horizon soils, and represents the mixing interface where younger, organic soils and degrading bedrock meet.

**Biface:** A stone tool (finished or unfinished) that has had flakes removed from two opposite sides to produce a generalized tool form.

**C Horizon:** A term which refers to the geologically oldest zone of soil which, in undisturbed contexts, typically underlies the B Horizon, is composed of degrading bedrock and overlies bedrock.

**Debitage:** Waste products of the flaked stone tool manufacturing process, including flakes, chunks, and cores.

**Eolian:** A term referring to the transmission of particles by the wind.

**Faunal Analysis:** The study of animal remains from archaeological sites to illustrate past hunting and dietary practices.

**Flotation:** The use of fluid suspension to recover tiny plant and bone fragments from archaeological sites.

**In situ:** A term referring to the initial position in which an artifact or ecofact was located.

**Lithic:** of, or pertaining to, stone.

**Living Floors:** The exposure of in situ refuse within an archaeological habitation site.

**Locus:** A predicted or identified archaeological site locality.

**Midden:** Refuse deposits resulting from human activities, generally consisting of soil, food remains such as animal bone and shell, and discarded artifacts.

**Munsell Color Chart:** A chart that consists of hundreds of color chips, graded along scales of value, hue, and color; a standard means describing all color gradations.

**National Register of Historic Places:** The United States Department of the Interior's list of districts, sites, buildings, structures, and objects that possess integrity and are associated with significant historical events; are connected with the lives of important people from the past; are embodiments of distinctive or artistic forms of construction; or have yielded or may yield information important in prehistory or history.

**Phase I:** The phase of compliance projects in which archeological properties that may be eligible for the National Register of Historic Places are identified within the area of potential effects of an undertaking.

**Phase II:** The evaluation phase of compliance projects in which it is determined if an archeological property in an undertaking's area of potential effects is eligible for inclusion in the National Register of Historic Places.

**Phase III:** The treatment or data recovery phase of compliance projects in which an undertaking's adverse effects on an archeological property listed in or determined eligible for inclusion in the National Register of Historic Places are avoided, minimized, or mitigated.

**Plowzone:** Topsoil that has been disturbed by plowing, usually about 8-12" thick.

**Projectile point:** A pointed biface with a haft element, often used as an arrow, spear, or dart head.

**Retouch:** Deliberate modification to a flake or tool edge by removal of tiny flakes, resulting in a useable tool.

**Sherd:** A fragment of pottery.

**Shovel test pit:** An irregular hole, approximately one foot in diameter and one or more feet deep, depending on local soil conditions; dug in an attempt to locate buried archeological material or features.

**Strata:** The various layers of human or geological origin, which comprise archaeological sites.

**Stratigraphy:** An analytical interpretation of the structure produced by deposition of geological and/or cultural sediments into layers (or strata).

**Terminus Post Quem:** A term referring to a relative dating technique in which undated deposits are assigned an earliest possible date based on that deposits stratigraphic association with artifacts which possess a known or established time frame.

**Temper:** A substance added to clay, such as sand, shell, or stone, to increase vessel strength and prevent breakage in firing

**Tool kit:** A spatially or functionally patterned combination of artifacts.

\*The definitions provided within this Glossary were borrowed from Kavanagh and Ebright (1988), Shaffer and Cole (1994), and Thomas (1979).

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